

MAIL SUPPLEMENT! The Hongkong Telegraph.

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THURSDAY, DECEMBER 18, 1890.

SIX DOLLARS
PER QUARTER

BIRTH.
At 8, Pedder's Hill, on the 12th inst., the wife
of E. J. OBADAYA, of a son.
DEATH.
On the 10th December, at sea, on board the
steamship *Namo*, Captain T. G. POCOCK, aged
45 years.

The Hongkong Telegraph.

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THE GOVERNMENT SERVICE AS IT IS—AND HOW IT SHOULD BE.

The disadvantages to the Public Service of the system of "acting" appointments so prevalent throughout the various departments of the local Government have never been denied, they are too palpable to be disputed; but while the defects of the system have been freely admitted by successive Governors and Administrators nothing has ever been seriously attempted to place matters on a more satisfactory footing. A state of things exists that is not altogether a credit to the administrative powers of the several ardent departmental reformers who have at various times made a feeble pretence of bringing within reasonable limits a practice that is clearly detrimental to the efficient management of public business and has frequently become scandalous in the hands of interested wire-pullers by the introduction of nepotism and other forms of gross favoritism. The need for some arrangement to provide for this difficulty—and that it is a difficulty not easy of solution must be freely admitted—has been daily becoming more apparent, until, as we have seen lately, a somewhat vague and indefinite resolution on the subject was actually brought forward in the Legislative Council by Mr. WHITEHEAD, the unofficial member for the Chamber of Commerce. As this resolution, which scarcely touched the real public grievance, was practically shelved by the Acting Governor promising to forward its terms to the Secretary of State, in whose department it will be most carefully pigeon-holed, any reform likely to be accomplished must be vigorously taken in hand in this colony. After some practical scheme has been devised and worked out, it will then be time enough to solicit the approval of Lord Knutsford, but to submit to his Lordship's decision what are simply a few crude suggestions is merely playing with a question of considerable importance, wasting time, and keeping back a necessary reform that brooks no delay.

To find out the absurd extent this "acting" appointment epidemic has reached, we have only to refer to the proceedings in the Legislative Council when the increased Military contribution was voted in spite of the opposition of all the unofficial members, by the mechanical force of the Government phalanx, paid servants of the Hongkong rate-payers who were compelled to vote against the wishes and interests of their employers. In itself a curious anomaly, this arbitrary exercise of official coercion becomes more curious still when it is noted that five out of these six opposing officials, including his Excellency the Officer Administering the Government, hold their seats in Council and voted the other day by virtue of acting appointments. Mr. W. M. DEAN, the Acting Colonial Secretary, is Captain Superintendent of Police; Mr. H. E. WODEHOUSE, Acting Colonial Treasurer, is Police Magistrate, Coroner, and Superintendent of the Fire Brigade; Mr. E. J. ACKROYD, Acting Attorney-General, is Registrar of the Supreme Court and Mr. G. M. MITCHELL-JONES, Acting Registrar-General, is an assistant in that department. Mr. F. FLEMING, the Acting Governor, would of course under any circumstances have a seat as Colonial Secretary, but it is nevertheless true that Mr. S. BROWN, the Surveyor General, is at present the only official member who is not "acting." If any business-like justification can be offered for such a muddle as the foregoing statements sufficiently indicate, it would interest the tax-paying public to know what it is.

It requires no argument to prove that acting appointments to some extent cannot be avoided in the Hongkong Government Service—the necessity is self-evident, but the system which makes so large a proportion of these appointments necessary is indefensible. The assumption is a safe one, and it ought to be, if it is not, that the executive staff of every department of the local Government is thoroughly efficient and complete in itself, and quite competent under any and all circumstances to perform its regular duties without extraneous assistance. Almost every important department in the Service is, at all events so far as the responsible appointments are concerned, doubly manned. In the Colonial Secretary's office there is an Assistant Colonial Secretary and the Registrar-General, the Surveyor-General, the Captain Superintendent of Police, the Registrar of the Supreme Court, the Postmaster General, and the Harbour Master have all properly qualified assistants or deputies. It may be pointed out that the Attorney General'ship, prior to the arrival of Mr. GOODMAN, was held by a practising barrister, an arrangement which worked well and prevented a number of changes in other departments; also that the Colonial Treasurer'ship is almost a complete sinecure, which ought to be abolished as a separate office and merged into the Colonial Secretary's duties. It was created into a special

and distinct department to accommodate the views of the late Mr. ALFRED LISTER, a hard-working and ubiquitous officer who exercised a careful and searching semi-official supervision over every department in the Government Service—excepting his own, and neglect in that direction added to his wilfully blind confidence in BARRADAS, cost the tax-payers over \$60,000 when the last named gentleman's enterprising failure to "break the bank" at the Kowloon farron hell led to the disgraceful disclosures in connection with the Money Order Office.

The Hon. Mr. WHITEHEAD's proposed remedy for existing defects is to introduce a rule prohibiting, unless under very exceptional circumstances, the occupants of certain stated offices from holding any appointments, either, acting or permanent, outside their own departments; but as the proposal leaves a loop-hole by which its intended effects could be evaded at will, and is so restricted as to barely touch the actual grievance, it is quite insufficient to effect the desired reform. The officers proposed to be placed under the ban of ostracism so far as outside promotion, acting appointments, and their attendant honours and emoluments are concerned, are the Registrar, Deputy Registrars, and Interpreters of the Supreme Court, the Police Magistrates, and their chief clerk, the Land Officer, and the Clerk of Councils and Chief Clerk in the Colonial Secretary's Office. The two offices last named have generally been held by the same person, and with the exception of the Police Magistrates and the Registrar of the Supreme Court, the other appointments have been and could hardly be otherwise than of a permanent character. The Chamber of Commerce delegate would appear to have exercised the utmost care in trying to avoid injury to the tender susceptibilities of the holders of any important acting appointments, whose unnecessary translation from their own proper spheres of duty, by upsetting and mixing up the arrangements in half a dozen different offices, forms the grievance to which the community for years past have objected. If the interests of individuals are to be specially studied and the principle at issue conveniently ignored, it will be much better to leave matters as they are until some reformer comes to the front who does not believe in half-measures and whose policy is not directed by mere personal influences. Whether it was advisable in the past to remove Mr. ACKROYD from his position as Registrar of the Supreme Court to act first as Attorney General and afterwards as Puisne Judge may be a fit subject for diversity of opinion, but at the present time it should not be lost sight of, that by taking up Mr. GOODMAN's duties, no material or inconvenient changes were caused either in his own or any other department. Mr. BRUCE SHEPPARD, in addition to his own work as Land Officer, took over that of the Registrar, and no other change was necessary. On the other hand the departure of the Governor necessitated, or if it did not necessitate it led to a four-fold change—Mr. FLEMING moved from his own office to Government House, Captain DEAN left the Central Police Station to assume the post of Colonial Secretary, Major-General GORDON was transferred to the command of the Police, and was in turn succeeded as Superintendent of Victoria Gaol by Major DEAN. Cannot Mr. WHITEHEAD see that the gist of the evil is in this last quoted example, and that the only practical solution of the difficulty is in some plan that will obviate one necessary change in a department being made the excuse for changes "all round the clock?" Hard-worked officials—and they are numerous enough in the Government Service—require holidays and change of scene like other mortals, and the liberal allowances both as regards time and money they do receive for these and other purposes are certainly not objected to by the community; but it is not unreasonable to expect that absences from duty owing to these or other causes, such as ill health, must not entail vexatious inconveniences in the discharge of public business. Every department in the Service, with perhaps one or two exceptions, should be quite independent, and capable under any ordinary circumstances of guaranteeing efficient working without outside assistance; what has been done during the absence of the Registrar-General is equally practicable in the other departments. And speaking generally, it does not by any means follow that the Registrar of the Supreme Court should be a capable Judge or Attorney-General, a Superintendent of Police—an efficient Colonial Secretary, a Police Magistrate a reliable Treasurer, or a Prison Superintendent an expert. Chief of Police, any more than it would follow that the present Acting Registrar-General, whose special if not only forte is said to be a more or less familiar acquaintance with the Chinese dialect, could competently perform the technical duties of the Surveyor-General or the Colonial Surgeon. The official record of the Acting Registrar-General is in itself an unanswerable proof of the unsatisfactory "pitchforking" system to which such grave exception has been taken; but it also strongly suggests that the reform indicated by our remarks is far from being impossible. He is a young officer, practically without business experience of any sort, with only a few years' Colonial service, and noteworthy only for a wretched memory and a painful mediocrity. In the matter of talent, and yet he has filled the offices respectively, and so far as we know respectively, of Assistant Colonial Secretary, Police Magistrate, Superintendent of Victoria Gaol, Registrar

General, and member of the Sanitary Board and Legislative Council. When it becomes a generally recognised fact that lucrative official appointments in this colony have not been established specially to provide "soft" billets for any particular class, but that the Government and the community expect their servants to fit whatever positions they may be required to serve in, the matters we have been discussing will have reached their proper level. That will only be, however, when the Hongkong rate-payers insist on having more than a nominal share in the management of their own affairs.

PIRACY IN THE CHINA SEA.

The daring piratical seizure of the Douglas Company's steamer *Namo*, within fifty miles of Hongkong and in what may be fairly described as a main thoroughfare for the immense shipping traffic between this port and the North, is a rude awakening from the false security in which local shipping companies and the travelling public have been peacefully slumbering for the past five years—since the sensational looting of the *Greyhound* on the high seas in the vicinity of St. John's Island on October 17th, 1885. There have on two or three occasions during recent years been more or less well authenticated rumours of contemplated piracies on board foreign vessels, but fore-warned is forearmed, and the precautions taken in the cases referred to averted the threatening dangers. In one particular instance in which, if we mistake not, one of Messrs. ARCA & CO.'s Calcutta steamers was reported to be marked out as a fit subject for looting on her voyage between here and Singapore, it was pretty clearly shown that the danger was a stern reality and that only the preparations made to effectually cope with any such trouble saved the ship, crew, and passengers from probably a worse fate than that of the *Spark*, *Greyhound* or *Namo*. However, it was perhaps not altogether unreasonable for ship-owners and their captains, after such a lengthy interval of peace and good order, to believe that the once thoroughly recognised perils associated with the Chinese passenger trade throughout the China Sea had passed away, and it is more than likely that this utter disbelief of the existence of any real danger has for some time past caused over-confidence and a neglect of even ordinary supervision. In suggesting this we do not refer particularly to the *Namo*, but to vessels generally engaged in this traffic, excepting the *Spark* tragedy, special provisions were devised for protection from Chinese pirates, and are still rigidly carried out.

The great mistake that seems to have been made was in wrongly estimating the character of that semi-savage, the Chinese pirate, wrecker, smuggler, or whatever name suits him best. The march of progress and civilisation may have been extensive and wide-spread throughout the length and breadth of the Middle Kingdom; we can see its beneficial effects in the prosperous Chinese trading communities of Singapore, Hongkong, Shanghai, and other Treaty Ports; but it has not appreciably affected the Ishmaelitish polity of those murderous rovers of the sea who have from time immemorial proved such a curse and drawback to China's social progress. The piratical traditions of thousands of years are not to be so easily wiped out, either by foreign influence or the lukewarm repressive measures of the Peking Government. The ancient profession of Chinese pirate is by no means obsolete; but, on the contrary, flourishes apace along the entire coast, from Newchwang in the far north to the most southern limits of the Tonquin Gulf. Where the carcass is, the vultures are sure to be found; and whether in the guise of sailors, harmless traders, or hardy fishermen, the Chinese sea-lar, whenever the opportunity renders it profitable, is quickly transformed into the full-blown pirate, and the most unscrupulous and murderous ruffian in the world. Every ship that has been lost on China's rock-bound coast, and their number is by no means limited, has told us the same gruesome tale, and yet, while knowing the truth, we have blindly ignored it and made no attempt to be ready to meet and crush the danger that is never far distant and is always to be dreaded, and guarded against.

The policy of the Chinese rovers is as simple as their *modus operandi*. Their object is always plunder, and this latest outrage on board the *Namo* may be taken as an excellent example of the ordinary plan of campaign. Assisted by a spy system that would do credit to a high-class police organisation, the leaders are informed that a number of Chinese had returned from the United States and elsewhere with considerable sums of money as the results of years of toil, and would shortly leave Hongkong for their native towns in the Swatow district, and it was accordingly decided to make a bold bid for such a valuable prize. The returned emigrants took passage by the *Namo*, the day and hour of the vessel's departure was announced, and the pirates, task was a comparatively easy one. The only serious resistance likely to be encountered, that of the seven European officers, could easily be overcome, especially as they were in positions to be cut off in detail and either killed or safely secured with but a minimum of risk to the attacking party. And so to some forty desperadoes, armed with two revolvers each, went on board the steamer as passengers

and when once out to sea, at a given signal and in accordance with previous arrangements, divided themselves into four parties and made separate attacks on the bridge, the engine-room, the forward deck, and the saloon. The suddenness of the attack put effective resistance out of the question, and in a few minutes the pirates had obtained possession of the ship, and taken charge at the helm. Probably it was no pre-arranged part of the programme to shed blood unnecessarily, but it is quite certain that no scruples in that direction were to be allowed to interfere with the accomplishment of their original purpose.

It may safely be believed that every soul on board would have been massacred, and the steamer run ashore and burned or broken up, had such a course been necessary.

Happily it was not, but unhappily the seizure of the *Namo* was not accomplished without bloodshed. When the pirates first rushed on deck, they would appear to have commenced indiscriminately firing their revolvers in all directions—a common custom with Chinese who are unused to foreign fire-arms—and on one of the Malay quarter-masters showing fight, he was at once shot down and thrown overboard two or three others of the crew receiving more or less serious wounds. One of the saloon passengers, Mr. PETERSEN, light-house keeper at the Lantimicks, happened to be on deck at the time the rush was made for the saloon, and although he is said to have offered no resistance he was wantonly shot down, and Captain POCOCK shared the same fate after leaving the saloon to go on deck at the request of the pirates, who had promised that no violence would be used if no further resistance were offered. The rest of the officers and crew were confined in the Captain's room on deck, with an armed guard outside the door, and all opposition being quashed, the ship was looted of everything portable of any value. According to report, money alone aggregating over \$20,000 was taken from the Chinese passengers. About 7 o'clock the steamer, which had been judiciously steered out to sea for several hours, was brought to an anchor off Mendoza Island, where four junks were in waiting as part of the arrangement. The plunder was quickly transferred to these native craft, and after compelling the fire-men to draw the fires and blow off steam from the boiler, the pirates quietly took their departure, doubtless well satisfied with their day's work. No time was then lost in bringing the *Namo* back to Hongkong, where she safely arrived early on Thursday morning.

This is merely an old story re-told. With one or two slight differences in detail it is precisely what took place on board the *Greyhound* in 1885 and the *Spark* in 1874, and it is what might easily happen to-morrow on almost any steamer trading along the Chinese coast. Something effectual must be done, and that at once, to remove this standing danger and to prevent its recurrence. Stricter discipline should be enforced on board ship, all officers and engineers compelled to carry fire-arms when on watch, and arrangements made by which the officers could form a combination against any attack of this kind. It is the attack in detail which always proves fatal. It is more than likely, had the officers and crew of the *Namo* been armed and prepared for an attack, or even had an opportunity for rallying and combining, been possible, that the Chinese pirates would have failed in their attempt; they succeeded by surprising the officers at a time and under circumstances when resistance was impossible. But the greatest safe-guard is the self-denying patience, the loyal courage that never failed however sorely tried, the unshaking fidelity to duty, and the indomitable energy and perseverance displayed in the extraordinary labours of the most arduous description which had to be accomplished under exceptional difficulties, may possibly have been equalled by other troops, but they have never been excelled; and it must not be forgotten how the Commissariat arrangements disgracefully broke down with the result that, throughout long, dreary months of snow and ice, the half-clad, half-starved and wretchedly equipped British Army, although fearfully decimated by disease, fought and conquered time after time against overwhelming odds. It is one of these fights, *Inkerman*, "the soldiers' battle," that is our excuse for this article. The battle of *Inkerman* was fought on the 8th November, 1854, and a few weeks ago a hundred old soldiers, the remains of the brigade of Guards who were in the thick of that day of carnage, thought that the thirty-sixth anniversary of the great event of their lives would be a fitting occasion for old friends and comrades to meet together after the lapse of so many years. Arrangements were accordingly made that the hundred survivors should parade at Wellington Barracks, and the Duke of Cambridge who held a command in the Guards was invited to be present. The noble "Dook" had a prior engagement, and when the little band of veterans assembled at the gates of the Barracks at the appointed hour, they were refused admittance. They were officially ignored, although it is stated that among the hundred were two Victoria Cross heroes, several who wore the medal for distinguished service in the field, while nearly all had the four clasps that told of their presence in the battles of the Alma, Balaklava, and Inkerman, and of long service in the trenches before Sebastopol. Not a single officer of the Headquarters Staff, or one who had fought with them in the Crimea, appeared to notice their presence, and we are told that "the veterans seemed to feel this neglect very keenly, especially as the guard told off for duty was on parade, and the Queen's, the barrack-square, bearing the Queen's and regimental colours, which were decked in honour of the day with the usual bunting these men had helped to win at Inkerman." Neglected with contumely that their fortunate comrades found a silver hair-pièce such as is worn by Chinese gay ladies, and upon showing the ornament to her husband and his relatives, became the cause of a family quarrel. The unfortunate woman, in consequence, was strangled by her husband, with the assistance of his mother and sister.

Historians have done the officers justice, but as for the men themselves—who poor as do them reverence now? They organised a little midnight dinner among themselves the other day and invited the Duke of Cambridge to attend. The Duke pleads "a prior engagement." Can anything be meaner? The Guards who fought the hand-to-hand fight round the Sandbag Battery fought with savage ferocity. It was a soldiers' battle, for the officers were either killed or paralysed with fear at the butchery they had like wild beasts, is that any reason why one of their officers—the Duke of Cambridge—should give them the cold shoulder? He sat among them at the crisis of the fight and blundered like a baby because of the horses that he witnessed around him. It was his last appearance on a field of battle. Well, we do not deny that, the scene round the Sandbag Battery, after the wild beast in our Guardsmen was let loose, was horrible. But is the letting loose of the Duke of Cambridge's men, subsequently luxurious life, and the country's rooted determination never again to expose his prominent paunch to the bayonets of an enemy, Yet his frowns contemptuously on the survivors of those who shed their blood to keep his soul and body together, and when they even venture to ask the use of their old barracks for an anniversary celebration, he shuts the door in their face."

"England expects every man to do his duty," and the men who nobly answer their country's expectations are shamefully neglected and relegated to the workhouse. Field-Marshal the Duke of Cambridge, whose warlike idea of an officer's duty on the battle-field was to "sit blubbering like a baby at the crisis of the fight," is a living example of Britain's impartiality in the treatment of her soldiers. To the brave man who loses a limb in the front of battle there is always the workhouse to go to whilst the royal warrior who sits down and blubbers in the rear obtains a Field Marshal's baton and is nursed in the lap of luxury for the remainder of his days, at the public expense. And yet some people wonder how a British Revolution can ever be possible.

LOCAL AND GENERAL.

A LARGE fire has occurred at Yokosuka, a Japanese Naval Station, nearly destroying the town.

The returns of the number of visitors to the City Hall Museum for the week ending Dec. 14th, are—Europeans 172, and Chinese 1,744.

H.I.G.M.'s gunboat *Wills*, Capt. Aschen, arrived at Tientsin on the 30th ult., and took up her winter quarters at the Bund a few days later.

At a regular meeting of the Southern Lodge, No. 261, E. C., held at the Freemason's Hall, Zetland Street, on Saturday last, W. Bro. G. P. Jordan was elected master of the Lodge.

THE Master of Napier, Secretary of the British Legation in Japan, and Mrs. Napier were among the passengers who arrived here on the 10th inst. by the O. & O. steamer *Oceanic*, en route for England.

At the regular meeting of the Victoria Priory the election of officers for the year 1891 resulted as follows—

E.I.E. Sir Knight D. Gillies.
Treasurer Sir Knight H. J. Scott.
Guard. Sir Knight J. Maxwell.

At the Police Court on the 15th inst. Tsang Li was brought before Mr. Wodehouse, charged with the murder of one Tsang Kum Hi—a fellow lodger. Evidence was adduced tending to prove that the murder was committed by prisoner, with an axe in Tak Sin Lane on the 27th ult. Trial next session.

Hs. Ex. Liu Koo-yi, Governor-General of the Liang Kiang province, has been appointed Commander-in-Chief of the Southern squadron of the Chinese Navy. If Liu wants to make a name for himself his chance lies in the direction of the capture, and speedy shortening, of the statues of the *Namo* pirates.

We hear that the marine officers of Hongkong are discussing the desirability of demanding an increase of pay in the early part of next year, on the grounds of the great risk to life when sailing out of Hongkong, unless some preventive measures of a thoroughly practical nature are put in force at an early date.

A post mortem examination was held on the 13th inst. on the body of the unfortunate Chinaman who was murdered at the Roman Catholic cemetery on the night of the 11th inst., and revealed the fact that a piece of rag had been rammed down the deceased's throat so far as to be hidden from view, even when the mouth was opened, and had evidently been forced down with a stick.

We are curiously informed by the Superintendent of the P. & O. that we were in error in stating that the local office had received telegraphic advice of the rumoured stranding of the Company's steamer *Hongkong*. That a telegram to this effect was received in the colony is certain, but we are only too glad to be able to accord with the desire of the Agent in stating that no such advice had been received by him.

"Six" grog-selling is not only far from being respectable, but it's expensive too—at least so a couple of enterprising traders in that line of business found it on the 15th inst. when Mr. Wodehouse was asked to put a price on two bottles of *samsu* that the accused had sold to some sailors on board the steamer *Persian*. "A bottle of six weeks' *samsu*," was his Worship's estimate of the offence. *Samsu* is evidently on

the *Amoy Times*, in the vicinity of Amoy, says the *Amoy Times*, was murdered on the 4th inst. It seems that their fortunate woman found a silver hair-pièce such as is worn by Chinese gay ladies, and upon showing the ornament to her husband and his relatives, became the cause of a family quarrel. The unfortunate woman, in consequence, was strangled by her husband, with the assistance of his mother and sister.

A German named Emil Luder was brought before Mr. Wodehouse on the 15th inst., charged with having caused the death of a sailor named C. ANTONIUS on the 13th inst. Evidence went to show that on the day the accident occurred the prisoner and accused were comparing revolvers—they were peacefully sober and friendly.

It is a sad story, that of the *Inkerman* heroes. No poet has hymned the praises of the men who died round the Sandbag Battery save the British army from being overthrown late in

the afternoon.

THE HONGKONG TELEGRAPH, THURSDAY, DECEMBER 18, 1890.

We (*Yahan Herald*) learn that Mr. Masuda Monkichi, the well-known diver, in concert with Mr. Omatsu Fujimori, a well-to-do merchant of Kobe, intend raising the wreck of the Turkish frigate *Ertugrul*, permission having been given them to do so by the Mercantile Marine Bureau of Tokio.

We hear on reliable authority that a boxing tournament is to be held at the Victoria Recreation Club on the 23rd and 24th inst. There are two classes arranged for, light and heavy weights, 7st. 5lbs. being the maximum for lights, and heaviest anything over that. Good fun is anticipated.

We hear that the wounded officers and men of the steamship *Namoo*, who were taken to the Civil Hospital on Thursday last, and whose condition was of so serious a nature as to necessitate the taking down of their depositions by Mr. Wodehouse yesterday, are to-day (15th inst.) so much better that hopes of their ultimate recovery are by no means despaired of. Detective Inspector Quincy returned from Macao this afternoon, but from what we can gather his visit has resulted in nil.

To show to what depth of contempt *Papions* and *Jebus* have fallen in the estimation of "speculators" we might mention one incident that occurred on the 10th inst. on board the *Namoo*, when that ill-fated ship was in the hands of the pirates. Whilst ransacking a cabin occupied by one of the officers, the marauders came across two piles of scrip of the above companies, and when the documents were explained to the Chief, he, with a characteristic parental sneer, replied "Pat yew, ye hung yew!"

The troop-ship *Himalaya*, which was to have left England on the 10th instant, will have 200 men for the A. & S. Highlanders, and 15 for the Royal Artillery, and other details. A draft of 200 time-expired men from the 9th in addition to invalids, also No. 10 battery of the Southern Division of the Royal Artillery, and the 9th Company of Royal Engineers will return home by the transports, being relieved by the 28th battery Southern Division of Royal Artillery and the 29th Company Royal Engineers.

THE *Choya Shinbun*, one of the leading Tokyo papers, is said to have been sold to the independent members of the Diet for \$20,000 or \$35,000, to be converted into an organ of the party. The paper will be made into a company with a capital of \$50,000, divided into shares of \$500 each. The shares are to be held by members paying the highest amount of taxes, and members of the *Daisitai*, as well as in the name of the new writers who will be engaged, while the services of the present writers will be dispensed with.

FROM inquiries made on the 16th inst. we learn that the Authorities are despatching the *Friedland* and the *Emmet* in search of the *Namoo* pirates. It is rumoured that reliable information to hand and that the course of the gun-boats will be towards the south. The Authorities are naturally reticent as to the actual nature of the clue but it is to be hoped that this cruise will lead to material results. The gun-boats left at 4 p.m. and are accompanied by some members of the local police force—a detective and some Chinese constables.

We regret to state the rumour which was current in town on the 12th inst. about the capture of some of the *Vasco* pirates was without much foundation. The men who were arrested on board the *Kiang-tsun* and *Fatshen* are said to be an organised band of robbers who have been "shadowed" in Hongkong by detectives from Canton for some time. It is supposed that they were on their way to pay a visit to one of the numerous villages which lie around Canton. It is to be hoped their journey will now be diverted, *sic* the "cotton yard."

A CHINAMAN named Yen Hon, who a few days ago had a quarrel with a fellow coolie over a woman with whom they had both fallen in love, was shot by his rival about noon on the 13th inst., at No. 3, Yen On Lane. The murderer, accompanied by two friends, came into deceased's room and as soon as he presented himself was shot down by his rival. Five or six shots were fired into the body, but when the affair was discovered some little time afterwards, the man was still alive and was sent to the Hospital expiring on the way. The police are making every effort to get the murderer.

A CONCERT was held at the Sailor's and Soldiers' Institute on the 11th inst. and proved a most gratifying success to all those concerned and to the audience in particular. The entertainment was given by the members of the I. O. G. T. and commenced at 7.45 p.m. with the Revd Mr. Goldsmith in the chair. Hymns, solos, and addresses made up the chief items on the programme. A most enjoyable evening was spent, and even if the promoters had no other satisfaction than that of knowing that they had kept many worthy "Tars" and "Tommies" amused for an hour or so, they will be fully recompensed.

WE would direct the attention of our thoughtful readers to that except from the *Bangkok Times* which we publish in another column, avert the late "Conspiracy case." It has been remarked that neither of the two local papers have reproduced any of the many comments that have been made on this now notorious case by the press of the East, but then it must be remembered that both of these emasculated "rags" have for many years past been treated with such an amount of contempt by us that they are excused from appearing upon the scene at this particular moment. That "Granny" and our other contemptible contemporary are both useful for a certain domestic purpose is undesirable, but outside that sphere, they are unknown quantities.

TSANG Yen on remand, was up before Mr. Wodehouse at the Police Court this morning (15th inst.) charged with having brutally ill-treated his wife at Yau-mati on the 5th inst. The first hearing of the case was postponed, but additional particulars were elicited to-day. It appears that he bound the feet and hands of the unfortunate woman with a rope, and then hoisted her to a ladder with her head hanging down. Then lighting a bundle of "Joss" sticks he proceeded to apply them to the most delicate portions of her anatomy. Her mother-in-law and other relatives were present, and the purifying process was conducted with their full sanction. His Worship delivered a long lecture and six month's imprisonment, but both of these added together are not a third of the ruffians deets.

THE regular monthly meeting of St. John's Lodge, No. 618, S.C., was held in the Masonic Hall, Zeland Street, on the 11th inst. for the purpose of installing the Rev. W. W. Master, Bro. J. M. Loring. There was a good attendance, and the excellent banquet which was provided had ample justice done to it. The following officers were invested:

Bro. J. M. Loring.....W.M.
Bro. J. W. Kinghorn.....S.W.
Bro. J. Dickie.....W.M.
Bro. J. Logan.....S.W.
Bro. F. Watts.....Treasurer.
Bro. J. Stephen.....Secretary.
Bro. D. C. Organ.....Organist.
Bro. J. Napier.....Guard.
Bro. J. S. Stalnfeld.....Guard.

"NINE months' hard, and 25 across the breach" were the words which sent a cold shiver through an ear-ring snatcher at the Police Court on the 15th inst. when Mr. Wodehouse sat in judgment. The spoil was only worth \$10, just half what it will cost for a cool and quickly healing salve.

MR. ENNIE, who was officiating Consul at Yokohama, during the absence on leave of Mr. Troup, on the 28th ulto. for Kobe, to resume his duties at that port. Mr. Ennies was much and deservedly liked in Yokohama, both officially and socially, and he carried away with him the best wishes of all who had the pleasure and honour of knowing him.

The *Chinese Times* thus:—"The ten Representatives of the Treaty Powers in Peking have met lately, at different times, in conferences. Yesterday (Thursday) they were again, discussing, as it were, the old *Liuk* question, drawback-claimed and other anti-treaty antiquities." We have a shrewd suspicion that the subject of the Conference was the change in the *status quo* of Korea caused by the reception of the Chinese Imperial Commissioners at the Court of Seoul (Korea) with full Suzerain honours; the King *kowtowing* before the representatives of the Emperor of China.

A CORRESPONDENT writes to us to inquire if there is any responsible person at present in charge of the China and Japan Telephone Company's exchange in Hongkong. Now the ordinary course of things we would naturally have referred "A Disputed Subscriber" to the office of the company in question, but as our own experience of the manner in which business is conducted there has been anything but satisfactory, we have no hesitation whatever in giving expression to a complaint that is only too well grounded. The sooner the Agent (if there really is such an individual) realises that when the public make complaints they expect them to be attended to, the better it will be for the Telephone Company.

On the 6th inst., says the *Nagasaki Express*, the *Daishi Sasebo*, a new steel gun-boat for the Sasebo Naval Station, was successfully launched from the Mitsu Bishi Shipbuilding yard at Tateshima, the christening ceremony being performed by Admiral Tsuboi, I.J.N., representing the Naval Department. There were also present, the Admiral's staff, Captain Ogata, I.J.N., and Mr. K. Yamagata, naval engineer; Messrs. M. Yamawaki (director), J. F. Calder (manager), R. Mizusaki (engineer); J. G. Reid (ship-constructor); and others; and a large number of native and foreign visitors. At the appointed hour, Admiral Tsuboi was escorted to the platform under the vessel's bow, where he made a short speech, after which the signal was given, and the vessel being released, she glided gracefully into the water, amidst the cheers of the spectators.

THE *Bangkok Times* of the 29th ultimo, in commenting upon the result of the late "Conspiracy case," says:—"We received late yesterday (28th) afternoon Hongkong papers with the account of the trial of Mr. Robert Fraser-Smith and Mr. Ward for alleged conspiracy, which arose out of a recent public exposure and a prosecution, and in deep regret we learn that upon a slender majority of four against three, the Judge passed a sentence of six months imprisonment with hard labour. We have no time to go through the evidence to see how this verdict is consistent with the testimony and character of the witnesses, but in the face of the facts that the scales turned upon the verdict of *not guilty*, and had one on the other side, the defendants would have been set at liberty, we think the sentence an extremely harsh and brutal one. Under any circumstances simple imprisonment is the most that should have been inflicted. And considering the climate, the calling and position of the defendants and the suspense and anxiety that they have already undergone, one month's simple imprisonment would have been a very severe sentence. To, for one moment, have entertained the thought that the defendants willfully set up the charge, is so utterly absurd, and so utterly outside the pale of belief, that we consider this a case in which the Governor should at once exercise his prerogative and shorten or entirely remit the punishment. On whatever grounds the four juries may have based their decision, (and English juries are proverbially stupid), there cannot be a doubt but that the prosecution of the man Minchinett was undertaken *sabre fide*, and for the public good. The charge was brought to the interest of society and of public justice, and therefore the two defendants have our full sympathy.

THE following letter, which has been sent to us for publication, was addressed to the Colonial Secretary (Mr. W. M. Deane) by the Secretary of the Hongkong Chamber of Commerce:—

MONSIEUR LE VISCONTE DE BEAURE, French Consul at Tientsin, arrived at his post from Shanghai on the 26th ultimo.

VIVE LE SPORT! Rumour tells of a Western enthusiast who recently gave a \$50 trophy for a point-to-point steeplechase. Five entries being received, the trophy-donor entered five more, and won the prize "like a fine old sporting gentleman, one of the 'olden time'." There is another story that was not of which would be parallel to the foregoing, beautifully—but as we, like Sir "Jaw Bone" intend one day writing our "Colonial Experiences" (including Hongkong) we will not anticipate the day by giving it in—with the current 25 cents' worth.

THERE'S murder in the very atmosphere just now and we are sick of it, but still we have another to chronicle and it is as barbarous as any that could be conceived in hell itself. A gang of ruffians entered the house of the keeper of the R.C. Cemetery at Happy Valley on the night of the 12th inst., and after gagging the two inmates proceeded to loot the house. They took the keeper's clothing, and \$1,50 in cash which they found, and then decamped. At an early hour the following morning a Chinaman went to the lodge in connection with the burial of a friend, found the two men—one gagged and in a state of semi-consciousness and the other quite dead. He was most cruelly treated by the murderers. He was not only gagged, but had his eyes and throat bound round with his own queue. The living man was taken to the hospital where he is said to be progressing favorably. We may conclude with the usual sentence that, the police are on the track.

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THE following letter, which has been sent to us for publication, was addressed to the Colonial Secretary (Mr. W. M. Deane) by the Secretary of the Hongkong Chamber of Commerce:—

SIR—I have the honour to acknowledge receipt of your esteemed communications of 30th November and 1st December having reference to a suggested reduction in postal rates, and requesting that His Excellency the officer administering the Government might be furnished with the views of the Committee of this Chamber with regard to the proposed change.

My Committee desire to state that the particular family of horses in question was one of the most precarious animals on earth. Some time ago a New Zealand sport bought an expensive yearling, out of Florence McCarthy, and just as he began to congratulate himself on the prospective value of the animal, his purchase fell over a precipice and broke its neck. Then he bought the next yearling out of the same mare, and this costly animal turned a somersault in the paddock and broke its neck. After this the speculator grew tired, and concluded that the particular family of horses in question was too much given to calisthenics to be profitable, so he looked on while his particular enemy purchased the next colt which came into the market, and smiled a cynical smile as he thought of the consequences. Only, the third animal did not break its neck, and last season it started in eleven races and won them all, and now every time he sees it the maddened speculator opens his mouth wide, and lets his impressions explode.

IT is a true saying that "it never rains but it pours." No less than six murders (including those on the *Namoo*) have been reported in our columns within the past sixty hours, and now we have to chronicle another shocking affair. On this occasion the scene was a boarding-house, known as Petersen's, in Queens Road West. It happened thus:—At twenty minutes to twelve o'clock this afternoon (13th inst.) C. J. Andersen, a German seaman, who had signed articles to sail on board the ship *Christina Nielsen*, was standing on the ground floor of Petersen's boarding-house talking to a group of his countrymen, two of whom had recently purchased revolvers and ammunition, when Emil Elsner, one of the bystanders, grasped a revolver which one of the men had in his pocket. The revolver was a new one and owing to not being oiled was difficult to work. However, Elsner tried to open the chamber and in doing so the weapon went off, the ball lodging in Andersen's right side, who was about two yards off. Elsner, who is an engineer, said he did not know that revolver was loaded and, from all we can gather, his statement appears to be correct. The wounded man was at once removed to the Government Civil Hospital where he is sinking fast. A magistrate required to the Hospital this afternoon to take down the depositions of the wounded man. The revolver with which Andersen was shot is of a very large size and carries a bullet about the size of Winchester rifle ball.

MESSRS. WHEATLOCK & Co.'s, Freight Market Report, dated Shanghai, December 12th, 1890, says:—"The past fortnight has brought forth new features in our freight market, rates both for London and New York remaining steady at quotations. *Costwise*.—From Wuhs to Whampoa.—Demand apparently satisfied for the present as we hear of no inquiries outside the *Wularliners*. From Nagasaki to Shanghai.

—Rates have slightly declined but there are still enquiries for tonnage of suitable size. For London, *ad val.* usual ports of call and Suez Canal:—

Italy.....0.32
France.....0.67
United Kingdom.....1.07
3.09d.

—

should if possible form part of the scheme when the proposed reduction is discussed. Without some reduction is the present charge, even, if it be possible only from the Imperial share, the whole onus of the contemplated reduced postage scale will fall upon this colony. The policy of other nations—who with far less trade interests than China with Great Britain and who subsidies mails to the East, appears to be to bear the entire cost of such mail communications themselves.

My Committee would also suggest that the face value of the present postage stamp could—*as a temporary measure*—be altered to accord with any unit that may be decided upon by simply printing on the stamp at present in use, in bold black figure, the new value that may be decided.

It may perhaps be worth considering whether, in the future, the denominations of the stamps for European mails should be altered from local currency to sterling. This would, in a great measure, overcome the loss or profit from exchange fluctuations falling upon the Government and cause that incidence to be with those who are mainly interested.

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MEETING OF THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on the 15th inst. There were present—His Excellency the Officer Administering the Government (Mr. E. Fleming); Mr. W. M. Deane (Acting Colonial Secretary); Mr. S. Brown, (Surveyor-General); Mr. V. J. Ackroyd (Acting Attorney-General); Mr. H. E. Wodehouse (Acting Colonial Treasurer); Mr. N. G. Mitchell Innes (Acting Registrar-General); Messrs. C. P. Chater, P. Ryrie, T. H. Whitehead, H. Kai, and F. A. Hawkes, (unofficial members), and Mr. F. A. Hazelton, Acting Clerk of Councils.

MINUTES.

The minutes of the last meeting were read and confirmed.

The Acting Colonial Secretary laid on the table certain despatches relative to the increased military contribution, which will be found in another column.

A COMPASSIONATE ALLOWANCE.

The sum of \$2,850, as a compassionate allowance to the family of the late Mr. Alfred Lister, Postmaster-General and Acting Colonial Treasurer, which was approved by the Finance Committee last week, was, upon the recommendation of His Excellency the Acting Governor, formally passed by the Council.

THE NEW UNOFFICIAL SWORN IN.

His Excellency announced that Her Majesty the Queen-Empress had been pleased to confirm the appointment of Mr. T. H. Whitehead as an unofficial member of the Council.

Mr. Whitehead then took the oaths in the usual way.

A NEW MERCHANT SHIPPING ORDINANCE.

Pursuant to a question from Mr. P. Ryrie asked the following question:—

In view of the danger to life caused by small vessels carrying in outside waters large numbers of passengers, whether it is the intention of the Government to apply to steam-launches and small vessels of under 50 tons, trading between Hongkong and Canton and/or Macao, the same rules and regulations as govern the ordinary river steamers, and so, when?

In reply, the Acting Attorney-General said that an Ordinance amending the Merchant Shipping Consolidation Ordinance of 1879 which covered the matter, had been under consideration for some time. He was glad to say it was now practically completed, and in the course of this week he hoped to be able to send it to the winter. The Ordinance dealt with the matter mentioned in the question of the hon. member and dealt with it, he hoped, in a satisfactory manner.

A MYTHICAL FUND.

Mr. T. H. Whitehead asked the following question:—

Will the Government lay on the table a statement showing how the Superannuation Fund, which existed in the Colony previous and up to 1857, was disposed of, what was the total amount to credit of the Fund at the time of its suppression. Why and by whose order was it put an end to, and how much of the fund was repaid to the subscribers of it?

The Acting Colonial Secretary replied to the effect that the superannuation fund which existed in this colony previous and up to 1857 had its rise in an Imperial Act of Parliament, which was repealed by, 20 and 21 Vic., from the 30th June 1857. In consequence of that repeal a refund was made to subscribers from the 30th June 1857 up to the time when the knowledge of that repeal arrived in the Colony. The whole matter being regulated by an Imperial Act, the pensions were paid in England, and all monies for that purpose were held quarterly in the Commissariat chest for remittance to England. There was therefore no such fund in existence in this colony.

THE CROWN AGENTS' ACCOUNTS.

Mr. T. H. Whitehead, pursuant to notice asked:—

Will the Government lay on the table a statement showing how the cost in Hongkong of a superannuation fund of all articles, goods, and stores purchased and forwarded to Hongkong by the Crown Agents for use in connection with the various Public Works during 1890, the cost laid down here to include all commissions, shipping and other charges?

The Acting Colonial Secretary replied to the effect that the superannuation fund which existed in this colony previous and up to 1857 had its rise in an Imperial Act of Parliament, which was repealed by, 20 and 21 Vic., from the 30th June 1857. In consequence of that repeal a refund was made to subscribers from the 30th June 1857 up to the time when the knowledge of that repeal arrived in the Colony. The whole matter being regulated by an Imperial Act, the pensions were paid in England, and all monies for that purpose were held quarterly in the Commissariat chest for remittance to England. There was therefore no such fund in existence in this colony.

THE ESTABLISHMENT OF A CIVIL LIST.

The Acting Attorney-General is

MEETING OF THE FINANCE COMMITTEE.

A meeting of the Finance Committee was held on the 12th inst. There were present—Mr. W. M. Deane, Acting Colonial Secretary (President); Mr. E. J. Ackroyd, Acting Attorney-General; Mr. H. E. Wodehouse, Acting Colonial Treasurer; Mr. S. Brown, Surveyor-General; Mr. N. G. Mitchell-Jones, Acting Registrar-General; Messrs. P. Ryrie, C. P. Chater, T. H. Whitehead, J. J. Kewick and Dr. Ho Kai (unofficial members); and Mr. F. A. Harland, Acting Clerk of Council.

REDUCTION OF POSTAL RATES.

The Chairman—Gentlemen, before we come to the main purpose for which we are met this afternoon I have to inform the hon. members of this committee, with reference to the question of reduction of postage that was brought before the Finance Committee some six weeks ago, that a telegram has this morning been received from the Secretary of State, in which, he says:—"Reduced Postal rate generally approved. Commencement here 1st January. Strongly recommended similar arrangements hereafter, mail nearly as possible at sameline. Telegraph reply." It will be remembered that we referred this matter to the Chamber of Commerce. The papers were sent to the Chamber of Commerce on the 4th November, but we have received no answer yet. This is a very pressing matter and in order to make it in order I will as a matter of form move that the sum of \$500 be voted to allow this Colony to meet the expense incurred by the reduction of postage. I have given instructions that copies of the paper formerly brought before your notice should be put before you again, as although you will probably remember the general principle you may not be cognisant of the details. From the report of the Acting Assistant Postmaster-General, Mr. Sercombe Smith, it appears that if instead of a ten-cent rate we adopted a five-cent rate there would be a decided loss to the colony. (This hon. gentleman read paragraph 12 of the report referred to.) The matter has been sprung upon us very suddenly by this telegram, and I would throw it out as a matter of consideration for the Council as to whether we could not agree to the postage next year being made seven cents, as unfortunately we have at present no one-cent stamp and no six-cent stamp. To make five cents would mean a dead loss, and that sum is by no means the equivalent of the 2d, that represents the outward postage. If six cents be decided upon to the ultimate charge the die for the stamp will have to be made in England, which will take some time, and therefore I think that for possibly six months we might reduce the postage to seven cents the half-ounce, by which time the six-cent stamp might be got out, and then we could effect a further reduction if necessary. I am very sorry indeed to have had to bring this matter so suddenly before you, but as you see I am simply speaking in consequence of a telegram received this morning, and I am not in a position to tell you the opinion of the Chamber of Commerce, for unfortunately they have not replied to my letter of the 4th November. Therefore, in order to bring the matter up for discussion, I move that the sum of \$500 be entered on the estimates for next year to meet the probable cost of a reduction of postage.

After some discussion as to the probability of the reduction in rates entailing an extra charge upon the taxpayers of Hongkong, the Chairman stated that nothing could be decided at that meeting. The question had merely been mooted by him to put members on the qui vive as to what would take place in the meeting of the Council on Monday.

VOICES PASSED.

Slaughter-houses and pigs and sheep depots, \$60,000 to be spent in 1891; Public Laundry, \$4,000; Public Latrines, \$10,000; \$10,000 for use in 1891; The Civil Hospital, \$60,000 of which \$6,663 will be expended in 1891; Lunatic Asylums for Chinese, \$20,000; Police Station, Aberdeen, \$22,115; Kennedy's town Police Station, \$2,000; to complete it; District Schools, \$10,000; Additions Government House, \$10,000; Governor's Peak Residence \$30,000; Quarters for Supt. of Aforestation Dept., \$18,000; Magazine at Stonecutters' Island, \$17,655; Shaukiwan Market, \$3,000; Lowering Queen's Road, \$2,000; necessitated through the new system of stone accounts.

The Committee then adjourned for a week.

THE SANITARY BOARD.

A meeting of the Sanitary Board was held on the 12th inst. There were present—Mr. S. Brown, (President); Major-General Gordon (Vice-President); Mr. N. G. Mitchell-Jones, Acting Registrar-General; Dr. Ho Kai, Mr. N. J. Ede, Dr. Cantile, and Mr. H. McCallum (Secretary).

THE PAY OF SANITARY INSPECTORS.

A letter from the Acting Colonial Secretary was read to the effect that the application of the Sanitary Inspectors for an increase of pay had been duly considered, and regard being had to their length of service, as compared with that of inspectors of Police of the first and second-class, it was found impracticable to accede to their request.

After some discussion the Vice-President said that were servants of the Board able to represent that they had remained in the police force they would have attained to the rank of second-class inspectors their applications would have met with more consideration. At the present time the Government did not see its way to do anything in the direction sought by the applicants.

DISEASED CATTLE ON A RUSSIAN TRANSPORT.

The Sanitary Superintendent's report for November was laid on the table. One of the paragraphs stated that on the 8th November information was received that the cattle on a Russian transport (the *St. Petersburg*) were suffering from disease. One animal died and was buried on shore, the others were killed by order of the commander and the carcasses towed out to sea. The disease was supposed to be pleuro-pneumonia. The animals were shipped at Vladivostock.

Mr. Ede said the burial of one carcass on shore, before the sanitary authorities had any thing to say on the matter, was not the right thing. It ought to have been taken out to sea like the rest. Who authorised the burial—the commander or his own account?

The Secretary said he believed it was done by the people on board the ship. The animal died in the morning, and he got information about noon that the interment had taken place. There was no real proof that it was pleuro-pneumonia.

Mr. Ede said he thought some representation ought to be made to the commander.

The Secretary said they were told they had acted wrongly, but the thing was then done.

The President said he supposed that in case of that kind it would be the duty of the police to interfere.

The Vice-President said the police did act, but the burial had taken place before they knew of it. The ship was in dock and he supposed some of the dock people must have assisted.

The subject then dropped.

A HOLIDAY MORNING.

The President said that were the Board to adjourn for a fortnight, in the usual way, the next meeting would be convened for Boxing Day, which was a public holiday.

There was a good deal of conversation on the subject and it was finally decided, in view of it being necessary to convene a meeting once a fortnight, to call a meeting for the 26th inst., but that would be rather hard on the Secretary, who would have to attend although he knew none of the members of the Board would be likely to turn up, it was understood that officer could go through the business in his own house. The cultivation of vaccine lymph, the French sanatorium at Pekulun, and certain defective dials were subjects briefly considered, subsequent to which the Board adjourned for a fortnight.

THE DOUGLAS CO'S STEAMER "NAMOA" SEIZED BY PIRATES.

CAPTAIN POCOCK MURDERED AND THE VESSEL LOOTED.

In these piping times of peace it seldom falls to our lot to have to chronicle such a horrible tragedy as that enacted on board the coasting steamer *Namoa* yesterday afternoon (Dec. 10th). Hongkong was awakened this morning with the startling intelligence that the Douglas Company's steamship *Namoa* had put back to port after having been captured and looted by a gang of pirates, and color was given to the story by it being quickly seen that the *Namoa*'s flag was flying half-mast, and it was soon ascertained beyond doubt that the rumour was only *partly* true. The vessel had been over-run and taken charge of, the Captain, a saloon passenger, and some of the crew murdered. The attack was planned on much the same lines as was that on the *Greyhound* on the 17th of October, 1885, and the whole scheme was carried out in a manner that proved everything had been most carefully arranged before hand, and the plan of attack evidenced a thorough knowledge of the rules of the ship on the part of the author or authors, as will be seen from the details which follow. This makes the fifth foreign ship that has been attacked by Chinese pirates in the immediate vicinity of Hongkong within the last 27 years, which will surely have due weight with the authorities and the shipping companies themselves, and be the means of inducing them to enforce some preventive measure which will place beyond possibility a recurrence of yesterday's tragedy.

The following accurate details of this occurrence are obtained from the most reliable source:—The *Namoa* left Hongkong at 8 o'clock yesterday morning on her usual coasting trip for Swatow, Amoy and Foochow, having on board five saloon and 240 Chinese passengers. Nothing unusual occurred until 11.15 p.m. acting on a pre-concerted signal, when at 35 or 40 of the Chinese passengers shewed themselves in their true colors, and armed with revolvers and cutlasses began their murderous work. Dividing themselves into four parties they simultaneously attacked the officers' mess room, the bridge, the engine room, and the after saloon, where the Captain, the chief officer and four of the passengers were atiffin. Mr. Petersen, light-house keeper at the Lamnocks, who was on deck aft, was at once murdered—four shots being fired into his head—the deck where he fell being covered with blood. The course of the *Namoa* was now altered by the pirate chief and she was steered out to sea—ultimately being taken outside Pedro Blanco and then slowly back to Mendoza Island, where she was anchored by the pirates about 7 p.m.

In the meantime a wholesale fusillade was being kept up on board the ship, the miscreants, after taking charge of the bridge and engine-room, fixing into the saloon and throwing "stink-pots" down, endeavouring to suffocate those whom they could not reach with their bullets. After indulging in this amusement to their hearts' content they ultimately sent a deputation down to the saloon to inform the Captain and passengers that if they came on deck and quietly submitted to be imprisoned whilst they looted the ship no harm would come to us. Pocock was then standing at the entrance to the boy's room. He made some casual remark to the effect that this was a bad business. I then proceeded to open some of the ports, for the stench from the "stink-pots" that had been thrown down the saloon was unbearable, and the room was full of smoke. We held a council-of-war (with the length of the saloon between us) and thought it would be better to await results where we were. In about a quarter of an hour's time a deputation consisting of the ship's carpenter and a fireman came down from the pirates and informed us that if we went up and quietly submitted to the pirates they would be imprisoned whilst they looted the ship. We held a council-of-war (with the length of the saloon between us) and thought it would be better to await results where we were. In about a quarter of an hour's time a deputation consisting of the ship's carpenter and a fireman came down from the pirates and informed us that if we went up and quietly submitted to the pirates they would be imprisoned whilst they looted the ship. We held a council-of-war (with the length of the saloon between us) and thought it would be better to await results where we were. 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not go to tiffin, being sick. As soon as he heard the shooting he ran out and was fired at from the sky-light. Five shots were deliberately fired at him. He was not hit. Afterwards he picked up one or two bullets. Then he fled to the bath-room, where he found Capt. Saunders, and subsequently went with the others into the captain's cabin. He thought he could identify two of the pirates. The photo of the one pointed out by him, in the book of criminals produced by the police, was certainly one who was on guard on the companion. He had a revolver and sword in his possession. He was dressed like an ordinary Chinese shopkeeper. He (witness) was almost sure, also, that the photo of one other pointed out was the man who took all the passengers' valuables. He did not notice any one who appeared to be the leader. The two last photos pointed out by him (witness) were the pirates stationed on the companion when he and the others were being driven into the captain's cabin. A stinkpot was thrown against his cabin door, and set fire to the carpet. He extinguished the fire with a jug of water.

At this point the inquiry was adjourned until Wednesday, the 17th inst.

In opening the inquiry to-day (17th inst.) Mr. Wodehouse said that he had taken the depositions of Mr. Ramsay, second engineer, Mr. Eddy, third officer, and Ho Agee, a quartermaster, who were lying in Hospital suffering from wounds inflicted on them by the pirates. He took their depositions on Sunday last, the 14th instant, in consequence of intelligence from the superintendent of the Civil Hospital to the effect that the condition of the wounded was very serious.

Mr. Wodehouse then read over the depositions of the wounded engineer (Mr. Ramsay) and of the second officer, Mr. Eddy, which latter ran—as follows:—

THE WOUNDED OFFICER'S DEPOSITION.

George William Eddy, second officer of the *Namoa*, sworn, stated that he was on duty on the 10th instant. Nothing happened that day after leaving Hongkong until about 1 p.m. At that hour he relieved the second mate on the bridge so that the latter might go to tiffin. When he got on the bridge he noticed a lot of Chinese smoking cigars on the deck, and that they had both red and white tape about them. They were loosing about and looking at one another. The men smoking were about 10 in number. It appeared to him that some man from the South, with plenty of money, had been standing them a box of cigars. The red tape was on the breast of their coats, and was of the same kind as Swatow men wore when going South. He attached no importance to it and saw nothing suspicious. He saw no fire-arms on the smokers. It was after he had taken his bearings that he noticed them. The *Namoa* was between Mendoza and Tainko Islands at the time heading east by north & north. Went into the wheel-house to enter the bearings of the ship in the log book when all of a sudden he saw a man rush on to the bridge with a revolver. A shot had been fired at the wheel-house by him, evidently. The shot hit the wheel-house and passed through to the deck. A Swatow man and the quarter-master, a Lascars, were in the wheel-house with him at the time. Thinking the man was crazy he at once stepped out on the bridge. The man was shouting wildly and was singing out "hal-hal". His intention was to disarm the man, but there were seven or eight other men on the bridge, on both sides, rushing towards him (witness). They fired their revolvers in the air and took no aim at him. As soon as he saw that he jumped off the bridge with the intention of going to his room to get his revolver. There being a lot of men on the deck shooting with revolvers he turned back and ran off to get into the saloon. Upon arrival at the engine-room door he saw there were a lot of men at. Also, he then rushed down into the engine-room and sang out to the third engineer, named Jones, to get the hose out as quick as possible because there were pirates on board. The firemen who were down there would not assist to get the hose out, for they were demoralised. While thinking what we should do, the second engineer came rushing down with his hand covered with blood, saying he was shot. At the same time some pirates appeared over the engine-room and commenced firing on us. We sheltered ourselves by means of the boilers. He heard one pirate coming down the steps, and ran out and have a lump of coal at him, and hit him in the face with it. The pirate fired at him, the ball lodging in his right wrist. The bullet entered near the wrist and came out near the elbow. Ramsay, the engineer, instantly fired at him which seemed to have hit him in the leg as he gave a yell and dashed up calling out "plenty foreign devils down below" in Chinese. The next thing he heard was the voice of the chief engineer telling them to come up on deck. They all went up, were searched by the pirates and shut up in the Captain's cabin. While there he was forced to give up his watch and chain and gold and silver ring, valued at \$50. He believed he could identify the Pirate Chief. At this point witness was shown a book containing the photos of notorious criminals and he identified the likeness of the pirate Chief and one other. He did not think that the crew were in any way privy to the outrage. He was an Australian born and a native of Sydney, N.S.W.

THE CHIEF ENGINEER'S EXPERIENCE.

W. F. Mackintosh, chief engineer of the steamer *Namoa*, said the *Namoa* left Hongkong at 8 a.m. on the 10th instant and all went well until 1 p.m. At that hour he was in his room, under the bridge, having tiffin. His attention was drawn to a noise on the upper deck caused by his dog barking. He went out and saw a Malay and a Chinaman scuffling. The Malay was a quartermaster, and he died on Friday the 12th in Hospital. He thought the quartermaster was ill-treating the Chinaman so went out to interfere. They were scuffling about 40 feet aft of his room and abreast of the funnel. He noticed the Chinaman was armed with a revolver which he held in his right hand. The Malay had hold of him by the left arm. The Chinaman's right hand was lowered against the Malay's person, and the revolver went off and the Malay fell. He was within two yards of them when the Malay fell. He (witness) then passed between the two and the Chinaman fired a shot at him. He at once made his way astern to the saloon, being fired at by several men on deck. He met a man coming out of the saloon as he was going in, they bumped against each other in the doorway. He (the pirate) put the muzzle of his revolver against his left breast, and he (witness) knocked the revolver up just in time, and the smoke of it, when fired blackened his face. He then ran on down stairs into the saloon which he found empty, but full of smoke. Witness called out "no one here" and Capt. Pocock answered him from the boys' room. He could not tell at once where the Capt. was because the smoke was very dense. The Capt. sang out "it's you Mac!" The witness was then standing in the saloon with his hands on the back of the Captain's chair. His convulsed with the Captain's relative to the saloon. Then four or five armed pirates made their appearance and fired some shots. The pirates were dressed like ordinary Chinese coolies. They were short, not all of them. Most of the pirates were without stockings. They

were shouting out and firing shots, promiscuously, into the saloon. They were aiming at him (witness) as well as they could. He suggested to the captain to ask the pirates, through the steward, what they wanted and he did so. About five minutes later the Chinese carpenter and the No. 3 fireman came down with a message to the Captain which he (witness) did not hear. They were alone, but were directed by the pirates posted on the staircase. After a short parley with the captain, the latter sang out "what do you think of this Mac?" Witness answered he did not know if he had heard the conversation. The carpenter then came along and said "if the captain and chief engineer will submit to be shut up (the pirates) will not harm any one at all." Capt. Pocock then, knowing witness had got the message, asked if he would go to which he, the chief engineer, replied "yes, I will." Immediately after assenting the captain went up the stairs and he (witness) followed along the saloon—where he was standing—towards the stairs. Just as the captain got on top and saw him just on the top—he heard a shot and a yell. The yell was like that of a man in pain. He actually sang out "Oh I ch!" It was the voice of a man in pain. He (witness)—who was at the foot of the stairs—sang out "have they shot Pocock?" Got no answer, so sang out again, and still got no answer. After hearing the shot he went no further. He could not see who fired the shot, but could decry the pirates' legs from where he was standing. It appeared to him that the shot was fired from inside the captain's room which was at the top of the staircase. He remained where he was for about a minute and then the second mate (Richardson) came down and reported that the captain was shot. After that he went up stairs into the captain's room. He saw the Captain lying on his bed, wounded. No one else but the second mate was in the cabin with him (witness). The only door in the captain's room that was open, was the one leading out on the staircase. The Captain said "Mac, Mac, this is dreadful!" The Captain knew all that was going on for about ten minutes, but could not speak. The last act of the captain was to prevent him, the chief engineer, from opening his shirt front. The captain put his hand on witness' head and said "no." The second and third mate and the saloon passengers came in, and last of all the Chief Officer (Eddidge) came in. The officers were brought in by pirates who demanded the surrender of all valuables. He (witness) did not give up anything. They demanded all watches and chains etc., but did not make a search of their clothing. The boatman was their interpreter. The pirates who brought the officers in said they were going to loot the ship. In reply he (witness), through the boatman, said "hurry up and finish your looting, for God's sake, so then we can get back to Hongkong and get medical aid for the captain." The boatman said that they could have any medicina in the ship, to do some good for the captain. He did not know if the pirates ordered him to stay that. After receiving the valuables, the pirates did not molest them any further. The door of the captain's cabin leading out on to the staircase was shut from the inside. The pirates pulled to the said door so that there could be no passage for any of them outward. Later they battered up the door. He did not know when the captain died but it was about a quarter of an hour after the valuables were given up, that he died. The captain did not surrender anything, and his shirt-studs were in his shirt at the time of death. Plundering was going on from two to five o'clock. He saw them bringing boxes up out of the tween decks forward, and from under the bridge, which they smashed against the foot of the steps leading up to the bridge, and taking therefrom the valuables. The plundering went on for three or four hours. The plunder seemed to consist of money and clothing. He saw two galvanized iron buckets and two ice buckets, full of dollars, brought up from the ice-tween decks companion. They were also carrying a great deal of valuable, silk clothing which they piled up along the deck. At 5.30 p.m., after finishing the looting, they nailed batten against the cabin doors. This was done to prevent the exit of the prisoners. They were very methodical in their preparations for departure. There appeared to him to be as many as 18 to 20 of them at one time in one part of the ship—that was when they were smashing open the luggage. The pirates carried on the looting very quietly. There was no much noise after the first attack. One man was directing the whole affair. He never put his hand to anything. He simply walked about giving orders. He (witness) never lost sight of him for a moment from the time they were shut up in the captain's room. He aspiled him from the starboard window of the captain's room. From that window he was watching the movements of the pirates from about half past two o'clock in the afternoon up to dark. The general work of plunder was carried on chiefly on the starboard side. The Chief was roaming about all over the ship. He had a special badge to distinguish him. His clothing was slightly different from the others, that was all. He was armed with two revolvers—one in his hand, and one in his belt. All the pirates had two revolvers, one of which was slung around the neck with a white cord and the other was stuck in the belt. The pirates were all bare-headed. A few of them were armed with cutlasses. He could see what was being done with the ship while it was all going on and thought that the navigation of the ship was taken over by the pirates at 20 minutes to one o'clock. The ship appeared to him to be kept on her usual course up to half past two. At that time the course was altered so as to bring Petro Blanco about 2 points on the starboard bow. That would cause the ship to run out to sea in a S.E. direction. When they were about two miles of Petro the course was changed so as to bring it on the port beam. That would bring the ship heading back in a S.S.W. direction. He then, owing to absence of marks, lost the run of the ship's course for an hour, and when last he did find it out, the ship was heading straight in for the Chinese mainland, with Goat Island on the starboard bow, fully five miles off. Up till 4 p.m. she was going at full speed, but at that hour they reduced the speed of the ship. There was a still further reduction of speed later on and at the same time the course was altered to West, so as to make the ship head for Mendoza Island, the very place where they first attacked the ship. He (witness) then passed between the two and the Chinaman fired a shot at him. At about 4 p.m. the quarter-master who was steering the ship on the bridge wanted to obey a call of nature so the pirates allowed him to do so, bat while he did so they stood over him with revolvers and then made him go back to the wheel house. From that he inferred that the said quarter-master was navigating the ship. He constantly saw the chief on the bridge, giving directions. The first he saw of the Pirate Chief was about two minutes after he (witness) went into the captain's cabin. He came in with the boatman, whom he used as an interpreter, and in giving directions said we (their prisoners) should not be harmed if we kept quiet. He (witness) is to see if all the ship's officers were there. He was not overbearing in attitude, and was wonderfully cool, and collected. All the pirates were civil enough with the exception of one man who dared about in a frantic manner, fountaining his revolver. This man he did because he saw him catch hold of the Chinaman's arm and in a forcible manner urge him to hurry up with the looting so that they could

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He saw them bringing boxes up out of the ice-tween decks forward, and from under the bridge, which they smashed against the foot of the steps leading up to the bridge, and taking therefrom the valuables. The plundering went on for three or four hours. The plunder seemed to consist of money and clothing. He saw two galvanized iron buckets and two ice buckets, full of dollars, brought up from the ice-tween decks companion. They were also carrying a great deal of valuable, silk clothing which they piled up along the deck. At 5.30 p.m., after finishing the looting, they nailed batten against the cabin doors. This was done to prevent the exit of the prisoners. They were very methodical in their preparations for departure. There appeared to him to be as many as 18 to 20 of them at one time in one part of the ship—that was when they were smashing open the luggage. The pirates carried on the looting very quietly. There was no much noise after the first attack. One man was directing the whole affair. He never put his hand to anything. He simply walked about giving orders. He (witness) never lost sight of him for a moment from the time they were shut up in the captain's room. He aspiled him from the starboard window of the captain's room. From that window he was watching the movements of the pirates from about half past two o'clock in the afternoon up to dark. The general work of plunder was carried on chiefly on the starboard side. The Chief was roaming about all over the ship. He had a special badge to distinguish him. His clothing was slightly different from the others, that was all. He was armed with two revolvers—one in his hand, and one in his belt. All the pirates had two revolvers, one of which was slung around the neck with a white cord and the other was stuck in the belt. The pirates were all bare-headed. A few of them were armed with cutlasses. He could see what was being done with the ship while it was all going on and thought that the navigation of the ship was taken over by the pirates at 20 minutes to one o'clock. The ship appeared to him to be kept on her usual course up to half past two. At that time the course was altered so as to bring Petro Blanco about 2 points on the starboard bow. That would cause the ship to run out to sea in a S.E. direction. When they were about two miles of Petro the course was changed so as to bring it on the port beam. That would bring the ship heading back in a S.S.W. direction. He then, owing to absence of marks, lost the run of the ship's course for an hour, and when last he did find it out, the ship was heading straight in for the Chinese mainland, with Goat Island on the starboard bow, fully five miles off. Up till 4 p.m. she was going at full speed, but at that hour they reduced the speed of the ship. There was a still further reduction of speed later on and at the same time the course was altered to West, so as to make the ship head for Mendoza Island, the very place where they first attacked the ship. He (witness) then passed between the two and the Chinaman fired a shot at him. At about 4 p.m. the quarter-master who was steering the ship on the bridge wanted to obey a call of nature so the pirates allowed him to do so, bat while he did so they stood over him with revolvers and then made him go back to the wheel house. From that he inferred that the said quarter-master was navigating the ship. He constantly saw the chief on the bridge, giving directions. The first he saw of the Pirate Chief was about two minutes after he (witness) went into the captain's cabin. He came in with the boatman, whom he used as an interpreter, and in giving directions said we (their prisoners) should not be harmed if we kept quiet. He (witness) is to see if all the ship's officers were there. He was not overbearing in attitude, and was wonderfully cool, and collected. All the pirates were civil enough with the exception of one man who dared about in a frantic manner, fountaining his revolver. This man he did because he saw him catch hold of the Chinaman's arm and in a forcible manner urge him to hurry up with the looting so that they could

presume they are not losing sight of that question.

Mr. T. H. Whitehead—If we reduce our rate to 2d. and we have to pay 3d. to these countries for each 4 oz. letter, the colony will be very much the loser not only as regards the letters sent from here but from all the treaty ports in China.

The Chairman—Yes, the treaty ports use our postage stamps.

The Acting Attorney-General—By the French mail Hongkong pays France and Egypt 1.8d. That goes to the Canal Company I presume as we do not send letters through Egypt now.

The Chairman then read the letter from the Chamber of Commerce on the subject, which has been published.

The Chairman—Shall we divide the question into two parts—first, shall we have a reduction or not, and secondly, if we agree to that, what shall the reduction be?

Mr. T. H. Whitehead—Until we have some information as regards how much less we are going to pay France, Egypt and other countries, I don't see how we can come to any decision.

The Chairman—We must remember that we are only a very small unit in the matter. There are not only ourselves but the whole of India, the Straits, and the Australian colonies to be considered. We can represent this matter to the attention of the Postal authorities at home, but to suppose that we ourselves can make any alteration is, I am afraid, to suppose what is not likely to be effected.

The Acting Attorney-General—I see the Chancellor of the Exchequer estimates the amount paid for foreign transit at 1d. He says—"We have to pay an amount equal to 1d. for the foreign transit and the cost of the latter in this country; and in the colonies or in India is taken to be even more than 1d. Thus, if you add 1d. to the 1d. the cost of the postage will be more than 2d., or at least fully 2d. and we cannot recoup ourselves." He clearly states that the cost of foreign transit is only 1d.

Mr. T. H. Whitehead—I think it will be unfair and unjust to the ratepayers here that they should be out of pocket by the transaction.

The Chairman—They will be out in one pocket.

The Surveyor-General—It really amounts to taking it out of one pocket and putting it into the other.

Mr. P. Ryrie—How is that?

The Chairman—You get your stamps cheaper.

Mr. H. Kai—We have not only to pay for ourselves but for the Treaty Ports.

Mr. P. Ryrie—What becomes of the £6,000 paid to the Postal Union? How is that absorbed?

The Chairman—I take it that goes to make up the loss that has been spoken about.

The Surveyor-General—There seems to be a discrepancy between the report just read, which states the amount paid to be 1d, and that given by the Assistant Postmaster. If you take the amounts given by him and add them together they come to a very much large sum.

The Chairman—I do not think I can do more than represent to the Secretary of State what has been said. I am afraid we have not the means here of influencing the Postal Union.

Mr. T. H. Whitehead—Could the Secretary of State give us the information by telegram, as to what reduction will be made up by other countries, if we make a reduction, say six cents?

Mr. P. Ryrie—If we are going to reduce the rates at all we should reduce them to the French and German scale.

The Chairman—I think what you ask for would make rather a long telegram to send home.

Mr. T. H. Whitehead—If we are going to make a reduction of a large amount, the cost of the telegram would be fully justified. As we are at present we cannot fix a rate that will cover expenses because we do not know what will be.

The Chairman—As we have no information to the contrary we must assume the expenses will be what they were before. It would be very desirable for these countries to reduce their rates, but there does not seem any possibility of it.

The Acting Attorney-General—The most important reduction would be that of the United Kingdom. We pay them 1.6d.

The Surveyor-General—That, I think, is in consequence of the subsidies they pay to the mail steamers.

The Chairman—What is the information the hon. member requires?

Mr. T. H. Whitehead—if we make a reduction here, what reduction will Egypt, Italy, France, and the United Kingdom make it what the Governor to cause the detention of a ship if there appeared reasonable and probable cause for such detention, and the Governor could, under the Ordinance, refer the matter to a Court of Survey, which he did. The question turned upon the words of the Ordinance, (No. 9 of 1879) if it appears "if it appears" to the Court of Survey that the ship was unseaworthy to be detained.

Mr. T. H. Whitehead—It would be for his lordship to decide whether it was reasonable and probable cause for the detention of the ship.

The Chairman—No, that is not taking a step

Firstly, the fitness of the court to sit on the rates on

THE HONGKONG TELEGRAPH, THURSDAY, DECEMBER 18, 1890.

A CHANCE FOR THE REFORMERS.

There will shortly be a favorable opportunity for the Hon. Mr. WHITEHEAD and his unofficial colleagues to again grapple with the "Acting" appointment difficulty. It is understood that Mr. H. E. WOONHOUSE will shortly go home on four months' leave—which period of time will, according to prevailing custom, probably be doubled before that energetic official resumes his duties. His departure will create vacancies in the several appointments of Police Magistrate, Coroner, Superintendent of the Fire Brigade, and Colonial Treasurer, the last named office carrying with it a seat in the Legislative Council and within this colony the right to be styled "honorable." Mr. WOONHOUSE is, and notably with the outside public, deservedly the most generally popular, as he is one of the most independent and most straightforward officers in the Hongkong Government service; and it is probably on this account that his somewhat frequent lengthy absences from the sphere of his duties during the past dozen years have been so particularly noticed and commented on, especially in official circles. It would be too much to say that the old Student Interpreter of the "sixties" has proved an altogether unqualified success on the Magistracy bench, but he has nevertheless done his work carefully, conscientiously and, as a whole, in a manner that has done credit to the administration of justice and substantially justified the somewhat unusual circumstances under which he received the appointment. It will be remembered by old residents that about ten years ago Mr. WOONHOUSE, who then held the substantive appointments of Clerk of Councils and Chief Clerk in the Colonial Secretary's Office, was unfortunate enough to fall under the displeasure of Governor HENRY, and as the matter in dispute could not be satisfactorily adjusted here, he went to London and laid his grievance before the Secretary of State for the Colonies, a position at that time held by the Earl of KINNAU. As a result of this course of action Mr. WOONHOUSE returned to Hongkong as Police Magistrate to which post he was appointed specially in order to be independent of and beyond any direct interference from the Governor. Without legal training, and handicapped by a good natured but distinctly pronounced obstinacy, the new magistrate naturally made mistakes at first; but with characteristic perseverance he indubitably studied, not merely the ordinances of the colony, but what is equally important, the leading phases of Chinese character and custom, and with fairly satisfactory results both to himself and the Government. Mr. WOONHOUSE's appointment to the Superintendence of the Fire Brigade was undoubtedly a bare-faced job; as at that time he knew absolutely nothing of the duties and there were other and more competent officers who had much better claims. It is but just to admit, however, that the new Superintendent devoted much time and energy to his Fire Brigade duties, and entered so thoroughly into the practical working details of this important department that he has not only brought it to a pitch of proficiency that it had never previously attained, but has by hard work made himself a most efficient chief and one of the most courageous and best all-round firemen in the Brigade. As Coroner and Chairman of the Bench of Justices, Mr. WOONHOUSE has faithfully performed his duties according to his lights, and it may be doubted whether any other Government official could have done much better. Why this gentleman was selected for the acting appointment of Colonial Treasurer is not clearly apparent, unless we are to conclude that it was intended as a special compliment and an act of courtesy to the only remaining Student Interpreter who had not been honored with a seat in the Legislative Council, and that is probably the true explanation.

We have gone into these details to show how Government appointments can be manipulated when necessary, and for the information of the unofficial members of Council. The Police Magistrates were included in Mr. WHITEHEAD's list of officials, proposed to be in future debarred from any position outside their own departments, and these interesting particulars respecting Mr. WOONHOUSE's official responsibilities, besides very strongly suggesting grounds for careful cogitation, will be valuable when the acting appointment question again comes up for discussion. It was reported a few days ago that a certain member of the bar would act as *locum tenens* at the Magistracy during Mr. WOONHOUSE's absence, but as there is no salary attached to the position for the first four months—Mr. WOONHOUSE goes home on full pay—the proposed arrangement has failed through, and there is still a vacancy for an amateur magistrate who will be satisfied with the hard work and the honor without the emoluments of the position. This sort of arrangement we would submit is scarcely the way in which an important appointment as a police magistrate should be dealt with. Doubtless Mr. A. G. WISE will take over the duties of Coroner and Chairman of the Great Unpaid, but fresh appointments will have to be made for the Fire Brigade and Colonial Treasury. As there will be no salary attached to the Fire Brigade billet, it may be at once concluded that the Deputy Superintendent, Mr. GROZON HOWESOUL, will be appointed Acting Chief without opposition. The Colonial Treasurer is a horse of quite another colour. Mr. WOONHOUSE only holds the acting appointment, and his successor will at once reap the benefit of the salary and also the other exceptional privileges, without adding anything to his present duties, the entire work of the treasurer having for years been most efficiently performed by the chief clerk, Mr. CARVALHO, as Mr. W.

M. DRANZ will have no seat in the Legislative Council when he returns to his duties as Captain Superintendent of Police, he will probably succeed Mr. WOONHOUSE as Treasurer—until the latter returns from London with the permanent appointment in his pocket. We do not aspire to the gift of prophecy, but this forecast of coming events that most decidedly "cast their shadows before" will, nevertheless prove fairly accurate. It will be a good thing, for the colony when the Treasury becomes a section of the Colonial Secretary's department; and our suggestion of years ago that the Deputy Superintendent of Police should be permanent Chief of the Fire Brigade is still worthy of serious consideration.

LOCAL AND GENERAL.

THE aristocratic skipper of a junk who tried to slide out of the harbour of Shau-ki-wan on the 10th inst. without a clearance permit, had to face the music at the Harbour Office on the 17th where the Acting Harbour Master caused him to contribute \$7 to her Gracious Revenue.

We are informed of what may be considered as reliable authority that at the meeting of the shareholders in the East Borneo, Songei Koyah, and Lamang Planting Companies, held yesterday at the offices of Messrs. Gibb, Livingston & Co., the sale of the three estates to a London Syndicate for £40,000 cash was unanimously approved of. Formal meetings will be called forthwith for the purpose of ratifying this sale.

As will be seen from an advertisement in another column the Gymnasium Committee of the V. R. C. intend having what may be termed a "boxing entertainment" on the evenings of the 22nd and 23rd insts. That the arrangements are in the hands of Mr. C. H. Thompson—who is a bit of a scientist himself—is a guarantee that everything will be conducted in a satisfactory manner, and as for fun, there should be lots of it; for no less than ten aspirants for pugilistic fame have, metaphorically speaking, thrown down the gauntlet. There will also be an exhibition of gymnastics and fencing.

The news of the stranding of the P. & O. Co.'s steamer *Hongkong* which we published on the 10th inst. was quite correct. The *Singapore Free Press* just this hand gives further particulars of the occurrence. The vessel is believed to have struck the Azalea rock, close to the easterly point of the island of Perim, and is reported to be badly ashore. She was in command of Capt. Watkins and carried a general cargo but no passengers. The *Hongkong* was built in May, 1881, by Messrs. Caird & Co., of Greenock, her gross tonnage being 3,174 or 3,046 net. She was classed 100 at Lloyds and was built under special survey.

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THE ELECTRIC LIGHT.

To the Editor of the "HONGKONG TELEGRAPH."

SIR.—Seeing a paragraph in the *Shanghai Mercury* (taken from your paper) about the breakdown of the Electric light, I should like to ask the energetic Manager of your Electric Light Company how it was that, the external circuit was not tested for insulation, and why the Dynamo is placed on "earth" instead of on some kind of insulation? It is plain to me that the fault occurred in the field magnets of the Dynamo, due to the external circuit coming in contact with the lamp post. If the two external wires had made "earth" the current would have passed through the automatic regulator and consequently dropping the E.M.F. to suit the lamps in circuit. I have seen the engineer in the Shanghai Electric Station working five lamps on a 2,607 volt machine. But, of course, *practically* makes no difference what the voltage is given, as long as the power of warning or caution was given. This, I have no doubt if the Company in Hongkong continues for a time the management will gain experience.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE SHOCKING PIRACY AFFAIR.

To the Editor of the "HONGKONG TELEGRAPH."

DEAR SIR.—After reading the report, in your "Extra," of the dastardly acts of pirates on board the *Namoa* while on the high seas between this port and Swatow yesterday, and gathering thereby an idea of the skill and complete arrangements made by the villains who carried out their deadly intentions with such complete success; bearing in mind, too, the sad affair of a similar nature, that occurred on board the *Greyhound* in October of 1881, and doubtless many others also, have come to the conclusion that some thorough preventive measures are an *absolute necessity*. As in the *Greyhound* affair, so in the case of the *Namoa*, the dastardly ruffians all went on board the steamer, in this colony, as passengers, carrying with them their deadly weapons either in their bogus baggage or concealed on their person. Now it is clear that the danger to which the travelling public and seafaring people are exposed, when sailing out of Hongkong, can only be removed by striking at the very root of the evil, which lies in the fact that there are not sufficient means at the Government's disposal to prevent passengers from going on board vessels with arms and ammunition. In the ports of China and Japan this can be, and is, prevented by the Customs officers, but nothing of the kind is done here. Even after the shocking revelations in connection with the *Greyhound* piracy no steps were taken to prevent a repetition of those horrible atrocities. I maintain, and with reason, that a preventive service should be inaugurated here, and no ship be allowed to sail from the waters of this colony until every passenger and all the passengers' baggage has been thoroughly searched and the whole ship carefully inspected—not only by the regular preventive officers, but also by special detectives. Had this been done years ago, neither the *Greyhound* nor *Namoa* affairs would have cropped up to cast an indelible blot upon our shipping regulations and police system generally.

Thanking you for the insertion of this letter,

Yours, etc.,

A BRITISH OFFICER.

British ship could not possibly happen again. And so all went on in a happy-go-lucky way until last Wednesday when the *Namoa* was seized by a gang of men who were led, it now appears, by the very man who was the ring-leader in the *Greyhound* affair! Further comment is unnecessary, suffice it to say that as far as I know at present marine officers will object (and that may mean something serious) to being turned into Customs House rangers and searchers. They have quite enough to do for the plottings they receive for working week days and Sundays, and they will hardly now submit to the new duties that it is proposed to impose on them. It is for the shipowners and the Government—both of whom have been guilty of what I, and many others, can but term wanton negligence—to employ some other means to prevent these outrages, than by putting the weight on the shoulders of the officers of ships. As we have no Customs officers here, then let the Government start a proper preventive service. The preventive officers could be used for two purposes at least: Firstly, to search Chinese passengers and their baggage; and, secondly, to prevent ships working on Sunday—which is a duty that must *ever* long be provided for, unless I am very much mistaken.

Thanking you for the insertion of this letter,

Yours, etc.,

A BRITISH OFFICER.

Hongkong, 15th December, 1890.

THE PEAK TRAM.

To the Editor of the "HONGKONG TELEGRAPH."

SIR.—I think it is high time that some notice was taken respecting the management of the High Level Tramway Company. Yesterday (Monday) the cars did not run at 12.15 or at 1.30 p.m. for the stupid reason that there were no European—only Chinese, passengers. Now, I had arranged that my foreman should meet me at a certain house on the Peak, and after waiting three-quarters of an hour he arrived and explained that he could not get a tram owing to the reason already stated. Is this management or mismanagement? If time-tables are issued and advertised for the information of the public they should surely be adhered to—even if those who lay themselves under an obligation to the Company by paying for a passage are Chinamen. It was not only a matter of great inconvenience to me, but was time wasted and money lost.

I am, Sir,

Yours faithfully,

A BUSINESS MAN.

Hongkong, December 16th, 1890.

THE LATE PIRACY CASE.

To the Editor of the "HONGKONG TELEGRAPH."

SIR.—Reverting to the fiendish atrocity lately perpetrated on board the steamship *Namoa*, it is indeed passing strange, that the *Cantonese* section of the crew, under the circumstances, who were more or less unmolested and who enjoyed such opportunities for observing the character of the piratical vessels, should have possessed such singular opaqueness of vision, as not to be able to swear, as to the type, rig, description, number, or indeed anything about the vessels, whatever. The comrade and steward's staff on board these vessels are a liberally and particularly well treated class, yet when they witness even the most kindly and indulgent of masters brutally murdered, they persist in maintaining a reserve which is certainly assisting to frustrate the ends of justice. Moreover, it is a well known fact that the most demoniacally planned attacks by some means or other get rumoured about amongst the natives, indeed not infrequently becomes a matter almost of gossip, but in this case no word of warning or caution was given. This, taken with the fact that the Chinese on board were not only the second to none in their daring and boldness, and some, were even rewarded by the wretches when departing were, I consider, significant enough elements in the case to remark upon. We next come to the extraordinary atrocity shown by the civil and naval Authorities of the colony, especially by the former not promptly offering a suitable reward which was one of the most effective means at their disposal for specifically bringing the miscreants to justice. When we consider the hundreds of thousands of dollars squandered on the public works of this colony, surely a few hundred dollars should have been forthcoming from the Treasury at such a juncture, affecting as it does the whole commercial interests of the port!

The Chinese people are second to none in their apreciation of the almighty dollar, a liberal

reward promptly offered was the only way to break down this "race unionism" so to speak,

of the wily Celestials. Certainly the occasion called for a better display of energy and consideration for what is the consequence here, of this band of desperados being still at large, ready to continue further deadly outrages by the immunity they have enjoyed in the present affair. Unfortunately the Executive were not alone in this conspicuous lack of energy and as we must observe, conception of duty. The naval authorities were arm-in-arm with them. The unfortunate *Namoa* arrived here at 7.30 a.m. on the morning after the catastrophe and it was not until 6 a.m. the following morning when a British war vessel could be got away. Possibly the *Namoa* had some defect to make good and it was impossible for her to get away before, if so it does not say much for the naval administration of the port, that the entire squadron was not on the alert at such a pregnant occasion.

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Hongkong, 8th December, 1890. [1635]

WINES AND SPIRITS.
BY APPOINTMENT.

A. S. WATSON & CO., LTD.
ESTABLISHED A.D. 1841.

MANUFACTURERS OF AERATED
WATERS.

Our New Factory has been recently refitted
with automatic Steam Machinery of the
latest and most approved kind, and
we are well able to compete in
quality with the best
English Makers.

The purest ingredients only are used, and the
utmost care and cleanliness are exercised
in the manufacture throughout.

LARGE BOMBAY
"SODAS"

We continue to supply large bottles as
heretofore, free of Extra Charge, to those of
our Customers who prefer to have them to the
ordinary size.

COAST PORT ORDERS.
when practicable, are despatched by first
steamer leaving after receipt of order.

For COAST PORTS, Waters are packed and
placed on board ship at Hongkong prices, and
a full amount allowed for Packages and Empties
when received in good order.

Counterfoil Order Books supplied on application.

Our Registered Telegraphic Address is,
DISPENSARY, HONG KONG.
And all signed messages addressed thus
will receive prompt attention.

The following is a List of Waters always
kept ready in Stock:—

PURE AERATED WATERS
SODA WATER
LEMONADE
POTASH WATER
SELTZER WATER

LITHIA WATER
SAR SARAPILLA WATER
TONIC WATER
GINGER ALE
GINGERADE.

No Credit given for bottles that look dirty,
or greasy, or that appear to have been used
for any other purpose than that of Containing
Aerated Water, as such bottles are never used
again by us.

A. S. WATSON & CO., LIMITED,
Hongkong, China, and Manila. [5]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG
TELEGRAPH" ARE MOST RESPECTFULLY
REMINDED THAT ALL SUBSCRIPTIONS
MUST BE PAID IN ADVANCE.

The Hongkong Telegraph.

HONGKONG, THURSDAY, DECEMBER 18, 1890.

One of the greatest, as it is the most
popular delusion in this colony, is what is
conveniently, and for lack of a more
appropriate name termed public opinion.
This is a confirmed article of faith, an
almost universal fetish; from the head of
the Government down to the petty scribbler
who is responsible for the comical and
strangely diluted productions which the
readers of the *Daily Press* have to swallow;
as editorials with the maudlin bluster;
yet, so far as the British community
is concerned, it has no tangible existence.
—as we have said, it is, a popular delusion.
There are no well defined "classes" in
Hongkong, as is the case in any English
town of similar size, to form that important
political and social factor which at home
so greatly influences, if it does not actually

direct, the machine of local government.
In fact, to put the matter in the plainest
words, there is only one class here that
is permitted to represent anything or
anybody, and its members have acquired,
after years of experience, the happy
knack of carefully and most effectually
representing themselves collectively, and
their respective interests individually.
Hongkong has a self-constituted sort of
political upper class of limited dimensions,
comprising the leading merchants, two or
three bank managers and wealthy land-
owners, some few high-toned stock-
brokers and general "jobbers," and Mr.
Jno. J. FRANCIS, Q.C., a numerous middle-
class, which includes store-keepers, the
legal and medical practitioners, the
drudges of the Fourth Estate, architects
and surveyors, commission agents and
auctioneers, the unclassed array of clerks
and what are called assistants, the rank
and file of the once all-powerful but now
greatly depreciated army of sharebrokers,
a limited number of resident engineers,
shipwrights, etc., a variety of hotel and
innkeepers, and persons engaged in
several other occupations. Of the real
laboring classes, "the backbone and
sinew" of the British nation according to
servid orators at election times, we have
none outside the Chinese, and the potent
vox populi of the ancient Romans is
consequently as dead as Queen Anne. As
the members of the lower middle class are
to a very great extent dependent for their
worldly success on the patronage and
support of the influential "upper house,"
and scarcely can say that their souls are
their own, without giving grievous offence
to their patrons, it has come to pass that,
any political views as to rights of citizenship
or ideas of manly independence they
may have once believed in, have been
crushed out; the soothing influence of the
almighty dollar has achieved a most
decisive and notable victory. The actual
situation is therefore easy to define; there
is only the dominant class recognised in the
colony as having any rights or privileges
whatever—beyond that doubtful privilege
of being graciously permitted to pay a most
outrageous taxation—which the lower
orders equally enjoy, so that the personal
desires of the three or four wire-
pullers who effectually control the rest of
Nou Autre, form that convenient excuse
for so many errors of commission and
omission—so-called public opinion.

All that we have just set down is
perfectly well known, and although the
position is rather an ignoble one, it is
nevertheless generally submitted to with a
fairly good grace, on the principle that
what cannot be cured must be endured.
There are naturally some unruly
dissidents; but these are superciliously
regarded as iconoclasts, rabid advocates
of the universal rights of man, opponents
of the poor theory and practice, believers
in the equal claims of all tax-payers to
the recognised privileges of citizenship—
and are accordingly marked "dangerous"
and ruthlessly stamped out of existence
whenever a favorable chance occurs. But
if it is the case, as we contend, that public
opinion has no tangible existence—outside
occasional independent press utterances,
it must necessarily follow that local
institutions such as the Legislative Council
and the Sanitary Board, which are
supposed to reflect that opinion, are very
inadequate representatives of the citizens
and the colony's interests. And that is
the precise impression we wish to convey
to our readers. The official class in
matters political represent the Government
alone; the public welfare, or what is
supposed to be the public welfare, is no
doubt the goal to be reached, but apart
from all personal ideas the officials must
reach that goal in exact accordance with
their instructions. They are allowed no
latitude whatever; but whether the policy
is good or bad, they represent something
definite, and their positions, however much
in need of amendment, are at least
comprehensible. It is not so with the
unofficial representatives; each member
must be credited with working as he
considers best for the common end, but
as a body they have no recognised
organization, no defined duties or obligations
either to the general public or to each
other, and in fact there is no actual bond
of union between them and the vast
majority of rate-payers. An exception
to these sweeping assertions may,
perhaps, be found in the case of
the Chinese Member; the existence
of a very strong Chinese public opinion
in our midst has been sufficiently
demonstrated in the past to admit of any
doubt now, and as Dr. Ho Kai is the duly
elected representative of his nation, his
position in the councils of the colony is as
unique as it is gratifying to Chinese
aspirations. Members of the Legislative
Council nominated by the Government
without reference to the wishes of the
community may or may not prove reliable
safeguards of public *versus* official or
purely personal interests; but in any case

they are not the elect of the rate-payers,
and it will hardly be denied that this is a
very singular anomaly in these levelling
and enlightened days. The necessity for
the right of Government nomination in
appointing unofficial legislative councillors,
if it ever existed, has no longer any
raison d'être even in Crown colonies; and
we believe that Hongkong is absolutely
the last important station that is still
burdened with these galling and unconstitutional
fetters. The same argument
applies, if in a lesser degree, to the members
of Council elected respectively by the
Justices of the Peace and the Chamber of
Commerce. They may represent the
views of these two institutions, but that
does not mean that they must also be
necessarily equally represent the general
community. The *ipse dixit* of Governor
Bowzx, that this method of selection was
the only form of popular election practicable
in Hongkong, will like a great many
more of that foolish old gentleman's frothy
enunciations, a compound of inexorable
ignorance and careless misrepresentation.
It had the effect, however, of
introducing a baneful "class" system
in our local government which would
not have been tolerated elsewhere, and
of swamping the natural and legitimate
aspirations of the community for an
elective Municipal Council like those
in other colonies, to manage all local
affairs. The time is now ripe for important
reforms in this direction, and the return to
the colony of Governor *des Vaux* is a
fitting opportunity to begin the good work.
There is sufficient influence, ability and
energy amongst the despised middle
class to effect any measure of reasonable
reform against all opposition, if these
qualities are only properly applied. We
have debating, literary and other societies
flourishing in our midst; we have lately
seen a Marine Officers' Association become
a power in the colony; and a powerful
Institution of Marine Engineers has, in
keeping with the spirit of the times, just
sprung into existence for the purpose of
protecting the interests of that influential
body. The formation of a Political Club
or Society would present no insuperable
difficulties, and under capable manage-
ment would probably obtain within a few
months important measures of reform that
the Government, if left to itself and the
influences of the favored few who are at
present enjoying privileges that belong to
the many, will probably "sleep on" for
years.

TELEGRAMS.

AMERICAN FINANCE.
LONDON, December 16th.
Silver Securities are advancing at New York,
owing to the belief that legislative action will
prove favourable.

(From *Singapore Papers*.)

THE IRISH PARTY.
LONDON, December 7th.

A split in the Parnellite party has taken place,
fifty-four members elected Mr. Justin McCarthy
as Chairman, and thirty-one confirmed the
election of Mr. Parnell as Chairman. A man-
ifesto by the Bishops condemning Mr. Parnell
has been read in the Irish churches. Mr.
Gladstone declines to state his intentions in
the matter of Home Rule until the question of the
leadership of the Irish Party is settled.

THE PARRELLITE SPLIT.

December 7th.
Mr. Justin McCarthy yesterday occupied Mr.
Parnell's seat in the House of Commons. Mr.
Parnell intends going to Ireland to address
masses in the chief towns.

RAUB.
SINGAPORE, December 10th.

The following telegram, being a condemnation
of the report for the fortieth ending 6th inst.,
was received in Singapore yesterday, and was
forwarded to Brisbane.

KUALA KUBU, December 9th.

Work progressing as usual. Prospects remain
unchanged. Batters stopped three days ago
to pumps able to keep mine dry.

LOCAL AND GENERAL.

THE P. & O. S. N. Co.'s steamer *Thibet* left
Bombay on the 16th inst. at noon for this port.

We note the name of Mr. J. D. Clark, Editor
and Proprietor of the *Shanghai Mercury*, amongst
the passengers booked through to
Shanghai by the M. M. Co.'s steamer *Sydney*
which arrived in port this morning.

Mr. GLADSTONE has been giving his opinion of
the poet Buras. "Far is it from me" (he says)
"to judge or to deny that Buras was religious.
I am glad to see that he even acknowledges a
Saviour. I am not a fair judge. As for myself,
I build upon historical Christianity the great
world fact of 1800 years."

In another column we publish the programme
of the next Hongkong Jockey Club meeting
which is to be held somewhat earlier than
customary. Nine events are billed for each of
the first two days and ten for the third, making
in all twenty-one races. We are glad to
note that the objectionable selling which
appeared on last year's programme have been
eliminated from the present one, for they can
well be spared. Given ordinary luck in the
form of fair weather and a good track, the
forthcoming meeting will we imagine be one
of the most interesting ever held in Happy Valley.

The Superintendent of the P. & O. S. N.
Co. courteously informs us that the steamer
Pekin, with the next English mail, left Singa-
pore for this port at 5.30 p.m. yesterday.

THE agents (Messrs. Cartwright & Co.) inform
us that the *Navigations Generale Italienne*
steamer *Bormida*, from Bombay, left Singapore
for Hongkong this morning, and is due on the
25th instant.

CANON Scott Robertson figures it out that in
1889 people in the British Isles have given
£1,301,306 for foreign mission work. He
estimates that about £60,000 of this comes from
members of the Church of Darkest England.

OVER 200 clergymen of various denominations
have issued, through the *Leeds Mercury*, an
appeal on the subject of gambling and betting.
They beg their fellow-townsmen to eschew these
evils in all forms. Leeds, they declare, has been
mentioned among the places where the evil is
strongest.

The weather to-day was hardly what could be
termed favorable for an enjoyable outing on the
water, being both cold and windy. A good
number, however, availed themselves of the
invitation of the V. R. C. committee and
patronized the *Marina* which had been
chartered to act as Flagship. A full report will
appear in our next issue.

THE *Deseret News* of Salt Lake, official organ
of the Mormon Church, does not endorse
President Woodruff's manifesto against plural
marriages. The editor of the *News* served two
years in the Penitentiary to atone for his plural
marriages, while President Woodruff and George
O. Cannon left the Territory. He cannot be
expected to enthuse over a manifesto which does
not affect him or save him from the "persecution"
endured for the church.

ABROGATION of Mrs. Bonanza Mackay's recent action
for libel against a paper which said she used to
wash for her living, a Yankee journalist alludes to
her as "the mother-in-law of a Colonist
trailing at the shadow of a washboard," and says that "In the estimation of a reflective being
the story of the wash-woman would add as much to
the interest attaching to Mrs. Mackay's personal-
ity as that which Andrew Carnegie gains from
the story of his entering Pittsburg on foot
with a loaf of bread under each arm."

THERE are no "study beggars" who can
compare for bizen effrontry and hog-like pertinacity
with the aristocratic mendicant. The death
of Mrs. Charles Grey has afforded an
example of the indecent rapacity of this class.
Mrs. Grey had for many years occupied one of
the best apartments in St. James's Palace.
Within a few hours of her death being announced
there were literally scores of applicants for the
apartments, and before the funeral had taken
place they could be counted by hundreds, and were
assailing personally, by letters and by
telegrams, every human being whom they
conceived likely to aid them in the struggle. This
ravenous horde will (*Truth* says) be disappointed,
for I have reason to believe that the
Queen has decided to offer Mrs. Grey's apart-
ments to the Duke and Duchess of Connaught.

THE *Times* reports that Mr. Bryce Douglas,
managing director of the Naval Construction
and Armaments Company, has returned from
America and reports that he has secured the
subsidy from the Dominion Government for a
fast Atlantic line, which will require four large
twin-screw steamers, whose speed will not be
less than 20 knots. The scheme also embraces a
line of fast steamers between Vancouver and
the Australian colonies, touching at the
Sandwich and the Fiji Islands, for which a
separate subsidy has been voted by the Canadian
Parliament, and negotiations are now pending
with the Australian Governments for their
quota of the subsidy, which will, no doubt,
be forthcoming, as the time to Australia will
be reduced by the Canadian route by about
three days. It is proposed that the steamers
shall call at Brisbane as the nearest port, and from
this point the line will be connected with the
Australian railway systems. The Naval
Construction and Armaments Company have
received an order from Messrs. James Little and
Co., Glasgow and Barrow, for building a steamer
of 3,300 tons, which will be engined by Messrs.
Westray and Copeland, Barrow.

At the Legislative Council meeting on Saturday
the Orders of the Day will be:—

Financial Minutes.

Report of the Finance Committee.

Hon. T. H. Whitehead will ask the following
question:—will the Government lay on the table
a statement showing the aggregate amount of
Light Dues collected from 1st January to 1st
March last, both days inclusive, and from 1st
April to 30th November last, also both days

inclusive.

4. Second reading of the Bill entitled "An
Ordinance for the naturalization of Lai Siu Tong."

5. Second reading of the Bill entitled "An
Ordinance for the naturalization of Choi Tsoo."

6. Third reading of the Bill entitled "An
Ordinance to repeal Ordinance No. 13 of 1865,
for the establishment of a Civil List."

Committee on the Bill entitled "The Gambling
Ordinance, 1890."

Committee on the Bill entitled "An Ordinance
to amend the Law relating to Bankruptcy."

A MEETING of Anarchists took place at New
York on the 12th ultimo in the Cooper Union,
to "commemorate the deaths of the martyrs of the
working people who were murdered at Chicago
on November 11th, 1886." Thousands of persons
gathered, mostly poor Jewish Jews. The building
was packed and hundreds were turned
away. Lingg's portrait occupied a "place
of honour" below the speaker's table. Pictures
of spleen Fischer, Parsons, and Engel
were upon the platform, which was draped
with black and red with Anarchist legends. The
cloth which hung from Lingg's picture bore
the legend "In white letters on a red ground" — "If you assault me with your
Gatling guns we will use dynamite on you." When
McCullagh arrived with 100 police, he ordered this motto to be removed.
The chairman and others protested, but
McCullagh insisting, the motto was finally
removed. Lucy Parsons, the first speaker, said—
"Weep not for the dead, but for yourselves and
your children. Your liberty is gone; you are at
the mercy and dictation of a policeman's club.
Capitalists will erect a scaffold at every mile-
stone in America, but they cannot impede your
progress. Illinois has yet to reverse the
sentence upon John Brown." Johann Most, the
anarchist leader, delivered a bloodthirsty speech
in German.

THE construction of the

fees, the working expenses to \$24,170.21, the profit on the year's working to \$1,032.99.

The General Managers wish however to state that next year the cost of one rope will have to be provided for out of the Working Account as the cost of two ropes is already included in the Permanent Way Account, and of one rope in the Suspense Account. It therefore will be seen that, unless the receipts increase largely, there is no prospect of the Company paying a dividend for some time to come, especially as the Suspense Account will have to be gradually written off out of earnings.

The General Managers and the Committee have carefully considered the question of the losses through the landslip in May 1890, and having regard to the position of the Company and to the uncertainty of law, they cannot recommend that a suit be proceeded with, although they are advised that they have a good case.

The General Managers earnestly hope, that as it is evident the running of the Tramway is only benefiting the Peak Residents and the Public, the Government will do its best to assist the Company.

1st By remitting taxation which is extremely high.

and By making a new road from Plantation Road to Magazine Gap which would increase the traffic and benefit the residents there.

3rd By an alteration in the system of trials.

We believe the Board of Trade in England does not require such tests for similar Tramways as the Government here insists upon, which tests cause interruption in the traffic and strains the permanent way.

It is obvious that the present fares are high, and although it is impossible to make an immediate reduction, it is hoped that new roads and the opening of the two hotels on the hill will enable the Company to make a reduction.

CONSULTING COMMITTEE.

On the resignation of Mr. B. Layton, Mr. C. Ewens was invited to join the Committee.

In accordance with Rule 15 of the Company's Articles of Association, the present members, the Honourable P. Ryrie, and Messrs. J. Anderson and C. Ewens, retire, but being eligible, offer themselves for re-election.

AUDITOR.

The Accounts have been audited by Mr. R. Layton, who also offers himself for re-election.

MACEWEN, FRICKEL & CO.,

General Managers.

Hongkong, 13th December, 1890.

STATEMENT OF ACCOUNT FOR THE YEAR ENDED 30TH NOVEMBER, 1890.

Assets.

Permanent Way & Rolling Stock..... \$12,872.33
Concession and D-4 of Grant..... 4,000.00
Stock in hand at date..... 4,939.31
Cash, in hand..... \$40.80
With Collectors..... 40.00

520.89

Hongkong and Shanghai Banking Corporation..... 8,804.81
Furniture with the Superintendent..... 121.00

Suspense—Cost of repairing damage caused by the landslip during the storm in May, 1890..... 8,324.93

Liabilities.

Capital—in 1,350 shares of \$100 each..... \$135,000.00
Less 15 shares of \$500 paid up, forfeited..... 750.00

\$144,250.00

Loan from the Trust & Loan Company, part of China, Japan & Straits, Ltd. 30,000.00
Accounts Payable..... 4,175.01
Profit and Loss..... 1,247.54

\$19,672.57

WORKING ACCOUNT.

To Salaries and Wages..... \$1,013.32
Charge Account..... 2,122.12
Police Rates..... 406.60
Coals and Stores..... 3,715.34
Maintenance and Repairs..... 2,001.20
Interest..... 1,683.37
General Manager's Commission..... 1,259.26
" Consulting Committee's and Auditor's Fees..... 850.01
Balance to Profit and Loss..... 1,247.54

\$25,417.75

By Traffic Receipts for the year to date..... \$25,186.20
Transfer Fees..... 18.00
Amount carried forward from last year..... 214.55

\$25,417.75

E. & O. E.

MACEWEN, FRICKEL & CO.,

General Managers.

I have compared the above Statement with the Books and Vouchers of the Company, and found the same in accordance therewith

R. LAYTON, Auditor.

Hongkong, 13th December, 1890.

PROGRAMME OF THE HONGKONG JOCKEY CLUB RACE MEETING, 1891.

FIRST DAY, THURSDAY, 19TH FEBRUARY.

The WONG-NEI-CHONG STAKES, for China Ponies; weight for inches; entrance \$5; with \$100 added. Half-mile-and-a-half.

The ASHLEY CUP, presented by D. R. Sesson, Esq., for China Ponies; entrance \$5; weight for inches. One mile.

The HONGKONG DERBY, Sweepstakes of \$20 each, half forfeit if declared on or before day of closing entries, with \$100 added for 1st pony, and \$50 for 2nd; for all China Ponies bond side Griffins at date of entry (Saturday, 17th January, 1891); 1st pony, 70 per cent; second, 20 per cent; third, 10 per cent; weight 10lb. One-mile-and-a-half. (Nominations close on Saturday, the 24th January, 1891.)

The FOOCHOW CUP, value \$200, presented by the Foochow community, for China ponies; weight for inches; entrance \$5. Two miles.

The VALLEY STAKES, Sweepstakes of \$5 each, with \$100 added, for subscription Griffins of this season, 1890-91, only. weight for inches. Three-quarters-of-a-mile.

The LUSTUNG CUP, presented by the Members of the Club Lustung, for China Ponies; weight for inches; previous winners at this meeting, 10lb. extra; subscription Griffins of this season, 1890-91, allowed 5lb.; entrance \$10; second Pony to receive half the entrance money. One-mile-and-a-quarter.

The DOCKERS' UNION in England unanimously passed a resolution favoring Imperial Federation.

A rich belt of gold-bearing country has been discovered in Mashonaland, South Africa.

A manifesto issued by Parnell's is exciting a great deal of comment in the Press and elsewhere; but the general opinion is against Parnell's

returning as leader of the Irish party.

One-half.

The HONGKONG CLUB CUP; presented for China Ponies; weight for inches; entrance \$1; second Pony to receive 50 per cent; third Pony, 25 per cent, of entrance money. One-mile-and-a-half.

The COMPRADEORS' CUP, for all subscription Griffins of this season, 1890-91, only; weight for inches; winner of Valley Stakes, 5lb. extra; entrance \$5; Second Pony to receive half the entrance money. One mile.

SECOND DAY, FRIDAY, 20TH FEBRUARY.

The SCOTTY STAKES, Sweepstakes of \$5 each, with \$100 added, second Pony to receive \$50; for all bond side Griffins at the date of entry; subscription Griffins of this season, 1890-91, non-winners allowed 5lb; weight for inches. One mile.

The EXCHANGE PLATE, presented by the Bankers and Exchange Brokers of Hongkong, for China Ponies; weight for inches; winners of Foochow or Hongkong Club Cup, 5lb. extra; entrance \$10; second Pony to receive half the entrance money. One-mile-and-three-quarters.

The GERMAN CUP, presented by Members of the German Club, for subscription Griffins of this season, 1890-91, only; weight for inches; entrance \$10; second Pony to receive 75 per cent; third Pony 25 per cent of entrance money. One-mile-and-a-quarter.

The PROFESSIONAL CUP, presented for all China Ponies; weight for inches; winners of one race at this meeting, 7lb extra; of two races, 10lb. extra; and of three races, 15lb. extra; Previous non-starters to carry 1st; entrance \$5; second Pony to receive 50 per cent of entrance money; third Pony 25 per cent. One-mile-and-a-quarter.

The PARSE CUP, presented by the Parsee Community, for China Ponies, being bond side Griffins at date of entry; weight for inches; winners of one race at this meeting, 7lb. extra; of two races, 12lb. extra; subscription Griffins of this season, 1890-91, non-winners, allowed 5lb; entrance \$5. Seven furlongs.

The JOCKEY CUP, for subscription ponies of this and last season, winners excluded; to be ridden by Jockeys who have never had a winning mount previous to this meeting in Hongkong or China; weight for inches; entrance \$5; entrance \$5.

The FLYAWAY STAKES; for all China ponies; weight for inches; previous winners at this meeting, 7lb. extra; subscription Griffins of this season, 1890-91, allowed 5lb; entrance \$5; second pony to receive half the entrance money. One mile.

The BROKERS' CUP; presented for all China ponies; weight for inches; previous winners at this meeting, 7lb. extra; subscription Griffins of this season, 1890-91, allowed 5lb; entrance \$5; second pony to receive half the entrance money. One-mile-and-a-half.

The WELTER PLATE; for all ponies; weight 12lb; previous winners at this meeting, 7lb. extra; entrance \$5; with \$100 added. One mile.

The CRICKSHANK & CO., LTD., FAMILY AND DISPENSING CHEMISTS, AND Commission Agents.

PURE SCOTCH HONEY, in 1lb. Bottles, in 1lb. Tins.

Intimations.

HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

INEXPENSIVE CHRISTMAS PRESENTS.

INEXPENSIVE HONGKONG TRADING CO., LTD.

Hongkong, 15th December, 1890.

W. POWELL & CO.

CHRISTMAS SHOW

OF
T O Y S
AND
SEASONABLE NOVELTIES.

W. POWELL & CO.

Hongkong, 15th December, 1890.

CRICKSHANK & CO., LTD., FAMILY AND DISPENSING CHEMISTS,

AND Commission Agents.

ROBERT'S CANDIES.

A PURE AND WHOLESOME SWEETMEAT.

For the Christmas Season we have now a large and well selected stock of WINES and SPIRITS, including our Special Liqueur Whisky, and A. V. Co. Brandy specially bottled for us. Guinness's Beer and Stout, Read Bro's Dog Head Brand. The A.D.C. Pilsener Beer, Liqueurs, all kinds, &c., &c.

Hongkong, 23rd October, 1890.

W. BREWER.

HAS JUST RECEIVED

THE Gem Safety Shaver, an excellent razor that renders it impossible to cut the face. A fine assortment of Photograph Albums of every size and description.

Photograph Books for unmounted views. Scrap Books.

New stock of fine China Leather Goods consisting of Note Cases, Card Cases, Pocket Books, Purse, &c.

A quaity of New Pocket-knives of best quality, Razors and tracing Knives.

Hongkong, 27th November, 1890.

Gladstone has published a manifesto in reply, and John Morley also denies certain statements in Parnell's manifesto.

Archbishops Croke and Walsh have pronounced against Parnell, and they are generally supported by the Irish Catholic clergy.

December 3rd.

The Parnell controversy is still being carried on with unabated vigor, but Parnell's influence dominates the meetings which are being held. His bold and brilliant tactics extort admiration from his opponents. Excited meetings have been held in Cork, and strong feeling was manifested against Gladstone.

SYDNEY, December 3rd.

A fire occurred at Gibbs, Bright and Co's wharf in Sydney harbour on Tuesday night. About 40,000 cases of kerosene were stored in the building, which the firm managed to get out. It is estimated the loss will amount to \$600,000.

LONDON, December 3rd.

It is proposed to hold a mining exhibition on a grand scale, in which only the British Empire will be represented, in connection with the opening of the Imperial Institute.

Several Australian land companies have offered General Bond on which to carry out his colonization scheme.

A general increase of pay is to be granted the Metropolitan (London) police.

The competition in London for wool has improved and there have been slight increases in the prices.

Dr. Pock refus to accept the State donation granted him for his discovery of a cure for consumption.

December 4th.

Earl Stanhope, Minister for War and late Secretary of State for the Colonies, warmly favors Queensland separation, and thinks the movement will succeed.

A deputation of 60 persons will wait on Lord Kastford on the 10th inst., and will include the Earl of Winchelsea, Harold Stormont, Finch-Hatton, R. J. Jeffray, John McDonald, Sir G. R. Baden-Powell, Sheriff Farmer, Sir Charles Crawford and General Fielding.

BOURNE NOTES.

On November 7th last, an interesting ceremony took place at the residence of Mr. W. R. Flint, Adjutant of Constabulary and in temporary command at Head-Quarters. It will be remembered that in January last Mr. Hewitt had to proceed with some police to Seganaan and Tabanan in Darvel Bay to quell a riot that was impending owing to the hostile attitude of the Ehrans and others in the district; a skirmish took place in which Sergeant-Major Hewitt was severely wounded. Mr. Hewitt's life was saved by Mr. J. S. Kennedy, late manager of the Segana and Tabanan estate, who had been appointed manager of the Darvel Bay Co's tobacco plantations.

The death of Mr. James, assistant on the 1st inst. Mr. Co's estate at Sugut, is announced. On the 1st inst. Mr. James was swimming across the river which runs by his plantation when a huge crocodile seized him by the leg and dragged him under the water. He has not since been seen.

Mr. J. S. Kennedy, late manager of the Segana and Tabanan estate, who had been appointed manager of the Darvel Bay Co's tobacco plantations.

The latest official reports of the health of plantation coolies is of a most satisfactory nature.—Herald.

FOOD FOR CONSUMPTIONS—SCOT'S EMULSION OF COD'S COD-LIVER OIL, with Hypophosphite of Lime and Soda is a most wonderful food for the Consumption. It not only gives strength and increases the flesh, but relieves the irritation of the throat and lungs. It is very palatable; children take it like milk, and in all wasting diseases both for adults and children it is a marvellous food and medicine. Any Chemist can supply it.

A. S. Watson & Co. (Ld.), agents in Hongkong and China.—Adv.

Co-day's Advertisements.

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"DIAMANTE,"

Captain G. Taylor, will be despatched for the above port, TO-MORROW, the 19th instant, at 4 P.M.

For Freight or Passage, apply to

RUSSELL & CO.,

General Managers.

Hongkong, 18th December, 1890.

CANTON INSURANCE OFF

Insurances.

EXAMPLES OF THE COST OF ASSURANCE TO A MAN AGED 30.

NEXT BIRTHDAY.

STC. payable at death, would cost per quarter at the rate of:—

£ 6 18 0 (a) If premiums are payable for the whole of life;

or £ 9 16 0 (b) If premiums are limited to 10 years;

or £ 11 4 6 (c) If premiums are limited to 15 years;

or £ 13 0 0 (d) If the sum assured is made payable at age 50, or at death if previous.

Secured payments.

THE same provisions if commenced at age 40.

n. b. would cost respectively (a) £ 8 15 0.

(b) £ 11 5 0 (c) £ 13 2 4 (d) £ 17 0 8 per quarter.

ADAMSON, BELL & CO., Agents.

982-4 STANDARD LIFE OFFICE

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

RUSSELL & CO., Agents.

Hongkong, 14th November, 1890. [1567]

FIRE INSURANCE COMPANY OF 1877 IN HAMBURG.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 1st July, 1889. [56]

GENERAL LIFE AND FIRE ASSURANCE COMPANY IN LONDON.

THE Undersigned having been appointed Agents for the above Company, are prepared to ACCEPT RISKS against FIRE and LIFE at Current Rates.

REUTER, BROCKELMANN & CO., Agents.

Hongkong, 1st July, 1889. [57]

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....\$1,000,000.

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE, NO. 2, QUEEN'S ROAD, WEST.

Hongkong, 1st February, 1882. [517]

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED).

CAPITAL, TAELS 600,000, £833,333-33.

EQUAL TO \$318,000.00.

RESERVE FUND \$318,000.00.

BOARD OF DIRECTORS.

LEE SING, Esq. LO YEK MOON, Esq.

LOU TSO SHUN, Esq.

MANAGER.—HO AMEI.

MARINE RISKS ON GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8. & 9, PRAYA WEST.

Hongkong, 17th December, 1888. [5250]

Hotels.

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated with a few minutes walk of the River Steamer Wharves, is now open to receive visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table d'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, &c., of the best quality only.

A. F. DO ROZARIO,

Manager.

Hongkong, 4th November, 1890. [5047]

THE HOTEL MARINA.

THIS strictly FIRST CLASS HOTEL, now moored in the Harbour of Victoria, offers guests exceptional advantages for Healthfulness and Refreshing breezes; the avoidance of street noises and unwholesome odours, &c.

Grand Promenade Deck, airy Dining Room, Ladies' Parlour, Billiard and Reading Rooms, Commodious Bed-rooms, with separate Bathrooms and Verandah to each.

The Table d'Hôte is unexcelled.

The Hotel Launch runs regularly to and from Pedder's Wharf and the Hotel Free of Charge; for time-table see Bills.

Hongkong, 13th August, 1890. [5178]

THE BOA VISTA.

BISHOP'S BAY, MACAO.

THIS House, situated on the sea shore in one of the best and healthiest parts of Macao, and commanding an admirable view facing the South, was OPENED as a HOTEL on the 1st July.

Every comfort will be provided for visitors, with excellent cuisine and choice Wines.

Hot, Cold, Shower and Sea Water-Baths.

Large and well Ventilated Dining, Billiard, and Reading Rooms, and well supplied Bar.

A small dairy is attached to the premises.

MRS. MARIA B. DOS REMEDIOS,

Proprietress. [587]

CAUTION TO SHIPOWNERS AND CAPTAINS.

RATHJEN'S ANTI-FOULING COMPANY.

Other makes than our original Manufacture are now being sold.

The genuine and only Composition connected with Mr. RATHJEN himself is RATHJEN'S.

RATHJEN's and packages are marked with these words and Trade mark are open hand to red.

REJECT ALL OTHERS.

Agents in Hongkong.

F. BLACKHEAD & CO.

Hongkong, 20th July, 1890. [5059]

To be Let.

TO LET.

HOUSES at the Peak and at Bellicos Terrace, GODDONS in Duddell Street, ROOM and SHOP in Beaconsfield Arcade, Queen's Road.

Apply to

BELLIOS & CO. Hongkong, 17th December, 1890. [1736]

TO LET,

With Immediate Possession.

No. 17, PRAYA CENTRAL.

A SPACIOUS GODDOWN—suitable for Ship-chandler or Store (lately occupied by Messrs. Blackhead & Co.)

Also

OFFICES—above Messrs. Douglas, Laprade & Co.'s Premises.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 16th December, 1890. [1717]

TO LET,

With Immediate Possession.

THE MARINE HOTEL.

SITUATE on the Praya, opposite to the old P. & O. Wharf, comprising 22 Bed-rooms, Dining-rooms, Billiard-rooms, Bar, &c.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 16th December, 1890. [1718]

TO BE LET.

ONE DOUBLE HOUSE at "Wild Dell Buildings," Wan Chai Road (opposite Bakery) Nice rooms, Rent moderate.

No. 1 RICHMOND TERRACE, Six Dwellings, English Kitchen, Fowl-house, Conservatory, and well shaded Tennis Lawn.

Apply to

HENRY HUMPHREYS, Secretary, Humphreys Estate and Finance Co., LTD. Hongkong, 15th December, 1890. [1746]

TO LET.

NOS. 25 & 27, ELGIN STREET, behind the Old Union Church.

Apply to

ACHEE & CO. Hongkong, 5th November, 1890. [1514]

TO BE LET, AT THE PEAK.

ON reasonable terms, "CRAGIEBURN," containing Dining, Drawing, Reception Rooms, Offices and Bed-rooms, with two Tennis-courts.

Apply to

SECRETARY, Peak Hotel & Trading Co. Hongkong, 11th December, 1890. [1692]

TO LET.

NOS. 4, 7, 9 & 11, SEYMOUR TERRACE.

ROOMS in College Chambers.

NO. 4, OLD BAILY STREET.

OFFICES and CHAMBERS in Connaught House, Queen's Road Central.

OFFICES in Victoria Buildings.

NO. 3, GOUGH HILL, The Peak, Furnished.

Apply to

DAVID SASSEON, SONS & CO. Hongkong, 10th December, 1890. [1744]

TO LET.

BLUE BUILDINGS.—Ground Floor of No. 2, First Floor of No. 3.

MAGAZINE GAP.—Two Semi-detached Houses. Rent \$45 each.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. Hongkong, 20th December, 1890. [1648]

OFFICES TO LET.

Possession 1st January, 1891.

THE FIRST FLOOR of No. 6, Queen's Road Central.

Apply to

GEO. R. STEVENS & CO. Hongkong, 5th December, 1890. [1668]

TO LET.

FIRST FLOOR of HOUSE, 15, Praya Central.

2ND FLOOR of HOUSE, No. 64, Queen's Road Central.

Apply to

LAI HING & CO. No. 153, Queen's Road Central. Hongkong, 22nd March, 1890. [469]

JUST ARRIVED, FOR SALE.

THE New Stem Winder and Enamelled Dial

WATERBURY WATCH.

SERIES I.—For Gentlemen, or large size.

SERIES II.—For Ladies', or small size.

Winds in less than a dozen turns; Jewelled, Dust-proof, Keyless, with all the latest improvements.

A perfect and unrivalled time-keeper; reliable, durable and accurate, and also

SERIES E.—The "Good old favorite." The best form of the original Waterbury; offered at the reduced price of \$4.70 each.

Orders from Out-ports to be accompanied by remittance for cost.

THE MITSUI BUSSAN KAISHA, Sole Agents in Japan, China, Korea, Hongkong & Macao.

No. 10, QUEEN'S ROAD CENTRAL. Hongkong, 20th February, 1890. [1193]

FOR SALE.

"MONTIARA," Length.....75 feet.

Beam.....18."

Depth of hold.....75 tons.

Registered tonnage.....75 tons.

(Owing to recent alterations the carrying capacity of the Montiara has been increased to about 120 tons dead weight.)

The Montiara was built in Singapore, and is most solidly constructed of teak throughout, with no wood fittings.

She has recently been thoroughly overhauled under experienced European superintendence, fastened throughout with fresh galvanized spikes, and newly re-coopered.

Is in excellent condition, with the best canvas sails.

Drift of water 3 feet.

For further particulars apply to

E. THAYER SMITH, Pedder's Hill.

Hongkong, 1st April, 1890. [1759]

For Sale.

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